MADONNA OF A HITLER-BLASTED WORLD

The tragedy of every nation on which Nazi fury has been vented is embodied in this fine photographic study of a refugee mother and her child. They have nothing left but life. The child is too young to understand, but the mother, her soldier-husband's fate unknown, has lost her home, her household goods, her treasured possessions, and now sits, a forlorn figure, amidst the bustle of a great London terminus facing a future almost without hope.

Photo, Associated Press

After the Fall of Paris France Lost Heart

In days to come historians will devote innumerable volumes to the telling of the events which here we recount in a few brief paragraphs. The retreat from the "Weygand Zone," the fall of Paris, and the virtual collapse of the French army, make up a story whose tremendous implications only the future can fully appreciate.

BEGINNING with what M. Reynaud bluntly described as "incredible mistakes," and Mr. Churchill as an "unfortunate strategical opening," the "Battle of France" for a month and more blazed its furious way. With a fury that was anything but blind, the hordes of the "mechanized Attila"—Blum's pregnant phrase—surged on.

Nothing sufficed to stop them. One after the other the rivers that lay across their path—Meuse, Oise, and Aisne, the Marne and the Seine—were bridged and passed. One after the other cities and towns—Lille and Rheims, Amiens and Arras, Abbeville and Rouen—were carried by storm or simply engulfed. The French and their British comrades made one last tremendous stand on the Weygand Line, but this, too, was forced back, and at dusk on June 13 German machine-gunners were taking up their positions in the northern suburbs of Paris. On the next day Hitler's legions were goose-stepping down the Champs-Elysées and the French armies, or what was left of them, retired to take up fresh positions to the south of the capital.

It is impossible to pay too high a tribute to the bravery of the French soldiers. For days and weeks they had been fighting round the clock against most terrible odds, odds not only in numbers of men and guns but also in tanks and armoured vehicles of every kind. The German resources seemed to be inexhaustible, and against their fresh divisions, flung into the fight with the utmost disregard of human life, the French High Command had to oppose men who were tired out after their days and nights of constant fighting.

All who watched the battle were filled with the most boundless admiration of the obstinate courage and the unbeaten willingness to fight of the French soldiers. But the endless battle, the unceasing withdrawal in the face of overwhelming odds, had their inevitable result.

A correspondent of the Press Association has described how he watched an entire French division streaming down the road to Alençon, south-west of Paris. "Doubtless," he wrote, "this had once been a fine division. Many of the men still marched in their units and bore themselves erect, but others seemed entirely dispirited. A long stream of horse artillery bore themselves magnificently, but it must be said that the bulk of this division was unfit for further sustained fighting. The men were not armed sufficiently to stand the great weight of the Germans, armed with tommy guns, portable mortars, and machine-guns, and plentifully aided by tanks and bombers. Flesh and blood could not withstand the ordeal. The finest moral and the toughest spirit are of no avail when one side is armed with a tremendous concentration of steel and fire and the other has nothing but old-fashioned rifles and machine-guns."

Flesh and blood could stand no more.

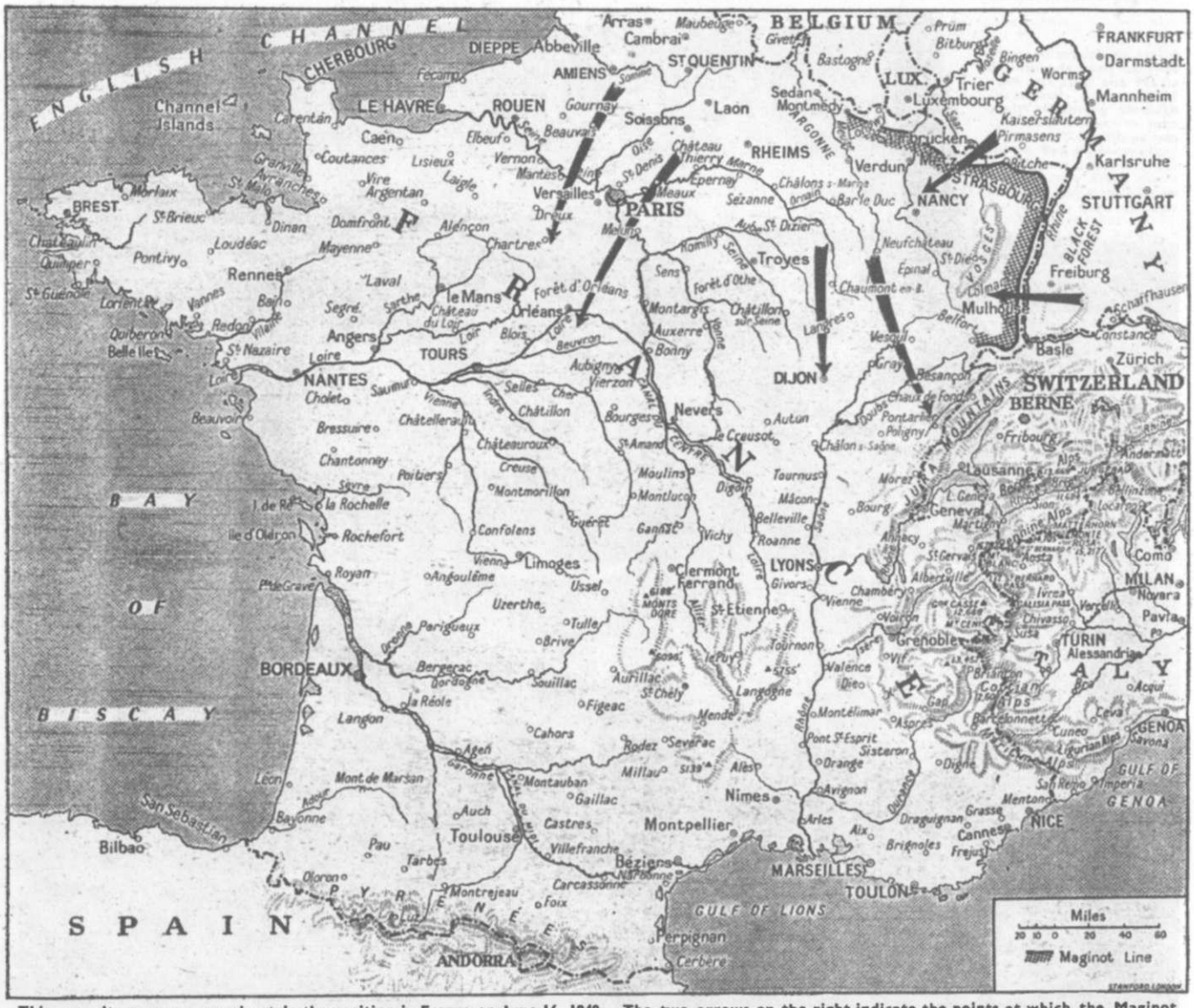
That France's military collapse might be anticipated had been hinted at by Mr. Churchill as early as June 4 when he declared that Britain would fight "if necessary for years, if necessary alone," and in the days which had since elapsed he had informed himself of the actual position by a personal visit. Moreover, in one supreme effort to avert the threatened disaster, the British Government had formally proposed to the French Government on June 16 that the two countries should make a "declaration of indissoluble union and unyielding resolution in their common defence of Justice and Freedom against subjection to a system which reduces mankind to a life of robots and slaves."

Such an offer, so daring and so tremendous in its possibilities, was unprecedented in history, but the French Government at Bordeaux—it had quitted Tours on June 15 as the Germans drew near—found it impossible to accept. Report had it that M. Reynaud was in favour of continuing the struggle, whether from the provinces or one of the colonies, but in the circle of President Lebrun's advisers there were some men of great weight and influence who had come to the conclusion that the carrying on of the war, at least on land, was no longer possible. So on June 16 M. Reynaud resigned, and with him many of the men who had borne the heat and burden of the last terrible days. In his place appeared Marshal Pétain, the "hero of Verdun," who formed a cabinet largely composed of war chiefs, after which his first step was to broadcast to the French people that the time had come to cease fighting and that he had opened negotiations with the enemy through the Spanish Ambassador; later an approach was made to Italy by way of the Vatican.

But the Marshal gave no "Cease fire" order, nor did he make any appeal for an immediate armistice; indeed, the French army continued to fight as best it could. In an authoritative statement made over the French radio on June 18 it was at length disclosed that for several days there had been no continuous, unbroken front. The French armies had been divided into four groups with deep gaps between them, through which plunged the

Here is seen a very unusual collection of German equipment which was captured by the French. These trophies have been carefully displayed by their possessors. Helmet, light machine-guns, field glasses, gas-mask container, water-bottle and cartridges make a striking picture of the extent of soldiers' needs in modern warfare. *Photo, Section Cinéma de l'Armée*

Pétain Declared: 'We Must Cease the Fight'


ENGLISH CHANNEL
Channel Islands
CHERBOURG
DIEPPE
Abbeville
Arras
Cambrai
BELGIUM
ST QUENTIN
AMIENS
LE HAVRE
ROUEN
Laon
Soissons
Sedan
Montmedy
LUX
Luxembourg
Trier
FRANKFURT
Darmstadt
Worms
Mannheim
GERMANY
Caen
Coutances
Lisieux
Vernon
RHEIMS
Verdun
Metz
Karlsruhe
STUTTGART
Freiburg
BLACK FOREST
Vire
Argentan
Versailles
PARIS
Meaux
Epernay
Châlons
Bar le Duc
NANCY
STRASBOURG
Colmar
Mulhouse
Belfort
Basle
Zürich
Constance
SWITZERLAND
BERNE
BREST
St Brieuc
Dinan
Domfront
Alençon
Chartres
Troyes
Neufchâteau
Epinal
St Dié
Rennes
Laval
Le Mans
Orléans
Forêt d'Orléans
Montargis
Châtillon sur Seine
Auxerre
Sens
Nantes
Angers
TOURS
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Vesoul
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Besançon
DIJON
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Le Creusot
Châlon s/ Saône
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Carcassonne
Perpignan
Cerbère
GULF OF LIONS
ANDORRA
SPAIN
PYRENEES
Toulouse
Castres
Villefranche
Auch
Pau
Tarbes
Oloron
Montrejeau
Foix
Bayonne
San Sebastian
Bilbao
Mont de Marsan
Dax
Arcachon
Bordeaux
Bergerac
Libourne
Périgueux
Brive
Tulle
Uzerche
Aurillac
St Chély
Figeac
Cahors
Rodez
Millau
Mende
Langogne
Le Puy
Valence
Die
Montélimar
Pont St Esprit
Orange
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Briançon
Barcelonnette
Cuneo
Ligurian Alps
Maritime Alps
Nice
Menton
Sanremo
Imperia
Genoa
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Toulon
Marseilles
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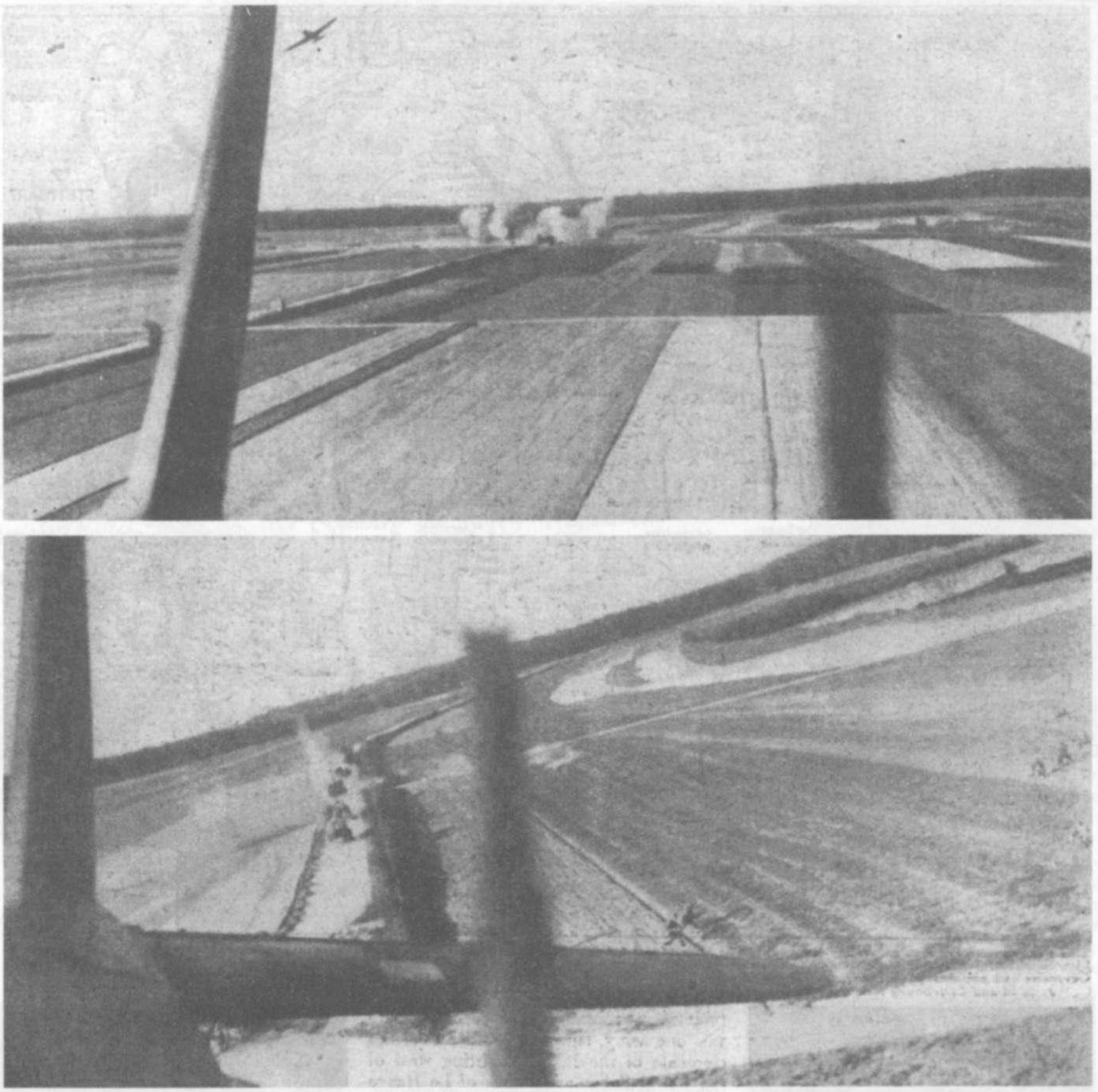
Béziers
Perpignan
Cerbère
Gulf of Lions
Andorra
Spain
Pyrenees

Britain's Bombers Made It Hot for These Nazis



These two photographs taken from British Fairey Battle Bombers are the first to be released for publication showing British low-flying attacks on Nazi lines of communication. Top, an enemy horse-drawn convoy has just been bombed, and beyond the tail fin of the bomber from which it was taken smoke is seen still rising from the bombs. In the lower photograph, taken from another 'plane, German infantry are scurrying away across the fields from the track of a British 'plane that has rained bombs on their transport.

Photos, British Official: Crown Copyright

out fanwise behind the French positions they had succeeded in cutting their communications; and in effect had outflanked the whole of the Maginot Line and had actually reached the Swiss frontier. As a result of this move many of the French fortress-troops occupying the Line had been withdrawn, and although the rest were maintaining the struggle they were being compelled to retire.

Finally, on the Alpine frontier the French army was still intact, as the anticipated advance by Italian troops through the passes had not as yet materialized.

From this statement it was clear that the French front had indeed collapsed, and as the hours passed the tale of disaster swiftly lengthened. Those to whom the days of 1914–1918 were an ever-living memory were amazed at the extent and the rapidity of the débâcle. That Paris should fall was seen to have been inevitable; but why Verdun, which in 1916 had been the bloodstained symbol of French resistance? And now to Verdun were added Metz and Nancy, Dijon and Le Creusot (France's great armament centre), and, most bitter blow of all, Belfort, that frontier stronghold whose defence was one of the most heroic incidents of the Franco-Prussian war.

Yet, despite this colossal military disaster, all was not lost. France's soldiers were still resisting, her air force was largely intact, and her navy had hardly fired a shot. France was defeated, but not broken. "The country," said M. Baudouin, the new Minister for Foreign Affairs, "is ready to seek in honour the way to put an end to hostilities, but it will never be ready to accept shameful conditions which would mean the end of spiritual freedom for her people."

These Are the Men Who Made the Blitzkrieg!

It was by creating a series of infernos such as that seen left that the Nazis succeeded in pushing their blitzkrieg through the Low Countries into France. This village was set on fire by incendiary bombs, and when the flames were dying down German infantry dashed through to take up new positions.

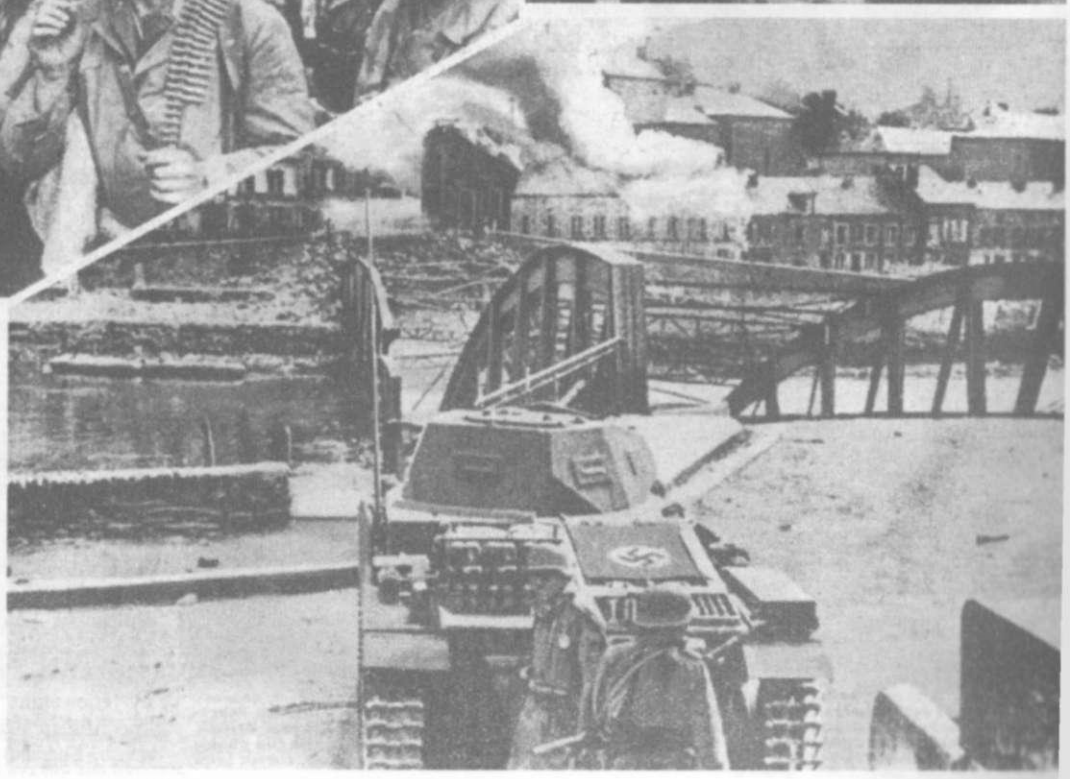
Photo, Associated Press

Hitler, who served in the ranks during the last war, is now, nominally at least, Commander-in-Chief of the Nazi army. Below he is seen with Goering, Chief of the German Air Force, in consultation with Colonel E. G. Schmundt, adjutant-in-chief of the German army.

Photo; Central Press

This exceptionally interesting photograph, from a German source, shows Nazi parachute troops just after landing in Belgium. They wear gabardine overalls and steel helmets, while their equipment includes sub-machine-guns with bandoliers of cartridges, automatic pistols, and binoculars.

Photo, International Graphic Press



How important is the destruction of bridges in face of an advancing mechanized army is seen in the photograph, right. It was taken in Belgium when the Belgian army was in retreat. Baffled by the broken bridge the tank has come to a halt, holding up a long line of the mechanized army behind it.

Photo, Central Press

On the 'City of Light' Falls the Night of Nazidom

In 1871 the Germans entered Paris; on June 14, 1940, as is described below, they entered it again. Twice in seventy years the sad, bitter experience of enemy occupation—yet after the second visitation, as after the first, the lights of Paris will blaze again.

"THE German army are inside the gates of Paris!" In these dramatic words Mr. William Bullitt, U.S.A. Ambassador to France, 'phoning his colleague, Mr. A. Drexel Biddle, in Tours, conveyed the tidings of the fall of the French capital. The time was 7 o'clock on the evening of June 13, 1940.

All that day the German ring had been closing in about the doomed city. West of the capital motorized and armoured columns of the enemy had poured over the Seine at Vernon and other places between Paris and Rouen; to the north at least twelve divisions had delivered a terrific attack along the banks of the Oise; to the east armoured divisions had crossed the Marne at Château Thierry and were reported to be already in Meaux. Earlier in that same day Paris had been declared an open city so as to save it from imminent bombing, and for hours—even days—past all the roads out of the city had been filled with a pathetic multitude of Parisian folk who preferred the trials and tribulations of the unknown to the certainties of Nazi triumph and rule.

Already the "City of Light"—strange name enough if we remember the many tragic days in its centuries of history—heard in anticipation the tread of the German hosts. Hundreds of thousands, perhaps millions, of the population had sought safety in flight, and those who remained at their posts—public officials and the like—moved about their business in extreme depression of spirit. The main boulevards, the café terraces, the glittering shopping centres—all were wellnigh deserted; a sinister silence reigned about the place. Now and again it was broken by the dull boom of explosions and the leaden sky was suddenly reddened as war factories were blown up by Government order.

They Awaited the Conquerors

At midnight the city gates were barred by civil guards, and all who had not yet managed to leave were ordered back to their homes, there to await the arrival of the conquerors. Among the last to leave was M. Georges Mandel, Minister of the Interior in M. Reynaud's Cabinet, to whom had fallen the task of supervising the evacuation and of preparing Paris for the entry of the enemy whose defeat and utter downfall in 1918 he, as Clemenceau's close associate, had been one of the most consummate architects. The police handed in their arms to their superiors so as to become a purely civilian force.

Already some German machine-gun detachments had taken up their positions inside the city boundary near Aubervilliers, but it was not until 10 a.m. in the morning (June 14) that the Germans marched into Paris. Column by column they goose-stepped through the streets, and as they went machine-guns were posted at the corners of every avenue and square. Then, in a big Mercédès car with the swastika flag flying from the bonnet a Nazi general drove to the Prefecture and requested M. Laingeron, Chief of Police, to remain in office until further orders and to make himself responsible for the maintenance of discipline and public order. There was no resistance to the German entry—no resistance save from a handful of workmen near the Porte d'Aubervilliers, who attacked the passing Germans with their fists. The marchers never even turned to looked at their assailants, but marched straight on.

Soon the swastika flag flew from the German headquarters established in several of the largest and most luxurious hotels in the city's west end; it was even hung from the top of the Eiffel Tower, whose 792 steps were climbed for the purpose by an enthusiastic German, one who until the outbreak of war was a resident in the city. Most of the shops were closed, and nearly all the houses and apartments were heavily shuttered. The streets were practically deserted, as those of the citizens who had remained could not bear the sight of the strutting German soldiers or the little groups of steel-helmeted figures in field-grey who shambled across the Place de la Concorde or through the colonnaded walks of the Rue de Rivoli. Only a few of the cafés were open, and from 9 p.m. the strictest curfew was enforced. For the first time Paris's black-out was really complete. The only sound in the hours of dark was the tramp of German sentries or the rattle of vehicles, as enemy reinforcements crossed the city on their way to the battle now raging beyond its southern fringe.

In that city of bitter sadness and intensest gloom perhaps the most poignant scenes were witnessed at the Arc de Triomphe, that monument erected by the great Napoleon to commemorate the victories of the French army of his day over all the countries of the continent. Here, beside the tomb of France's Unknown Soldier, the Undying Flame still flickered. Passing German soldiers saluted the memorial and then, abashed by the sight of the women in black kneeling in prayer and tears on the hard stone, hurried away.

The tomb of France's Unknown Soldier at the Arc de Triomphe in the Champs Elysées represents to the French all that the Cenotaph and the grave in Westminster Abbey do to the British. Above is the scene beside the tomb before the German occupation of Paris. In the top photograph the tomb is seen just in front of the great Arch. *Photos. Dorien Leigh*

A Silent and Empty Paris Submitted to the Nazis

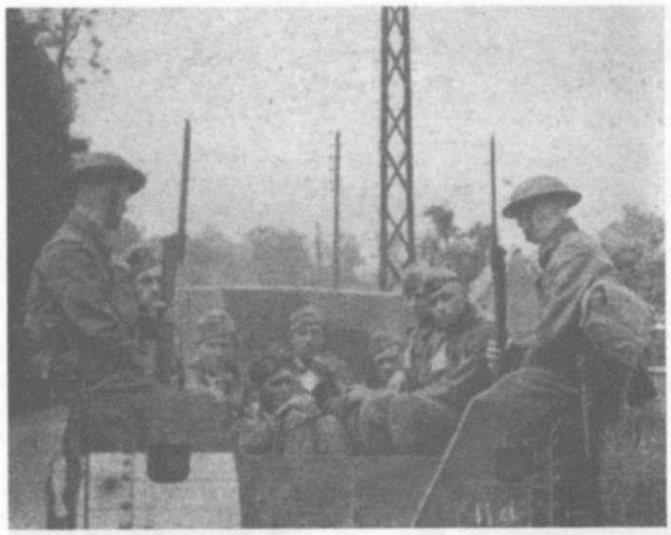
Typical of the martyrdom of Paris is this scene in a cemetery in the outskirts of the city. Nazi bombers seeking "military objectives" have wrought this terrible destruction.

This is one of the Paris hospitals in which, despite the havoc of bombs, the staff carried on. The notice, left, marks the spot where a bomb has fallen but not exploded.

This panoramic view of Paris, taken from the Eiffel Tower, shows the north-eastern section of the city. The white building on the extreme left is the Basilica of the Sacré Cœur, while near the Seine are seen the Grand Palais, Place de la Concorde and the Jardin des Tuileries. The three bridges from left to right are the Pont des Invalides, Pont Alexandre III and Pont de la Concorde. From this lofty vantage-point were seen the first signs of the German approach from beyond the horizon.

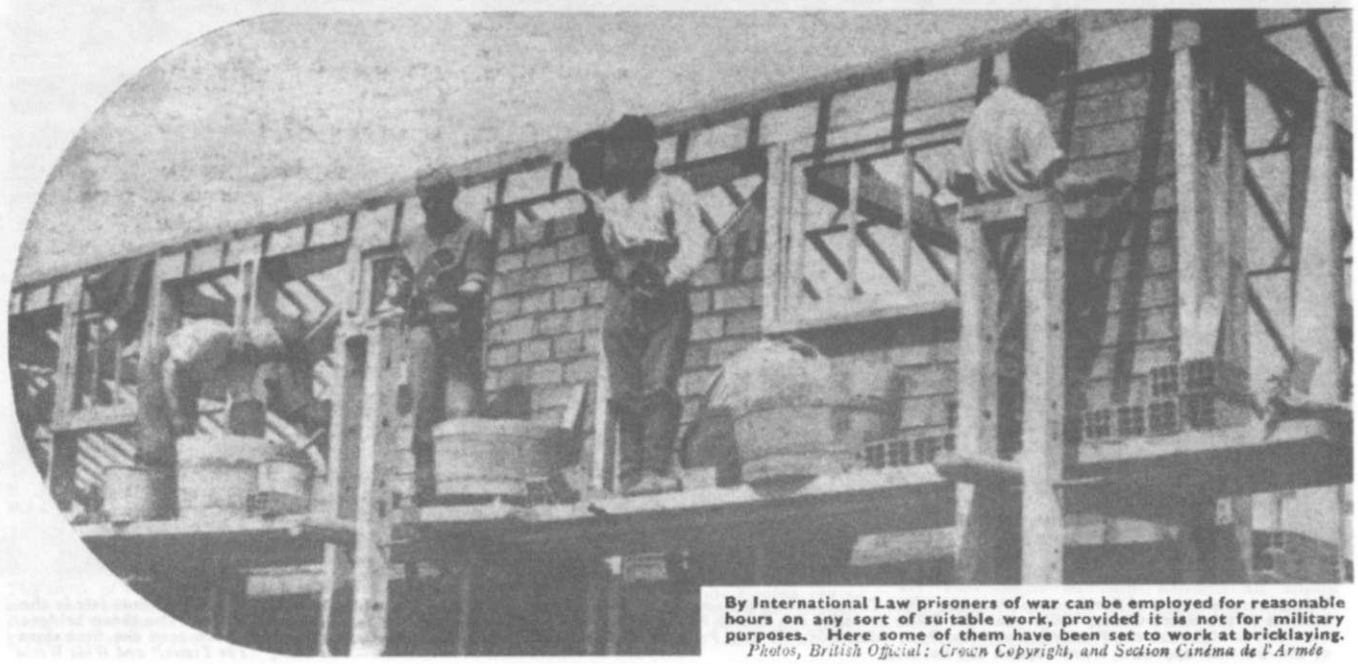
Photos, "The Times," and Wide World

For Them the Comfort of an English Prison!



This lorry-load of German prisoners is being hurried to a prison camp. It is not always easy for prisoners with a guttural accent to make their names understood, so the man on the right is writing his down so that there shall be no mistake.

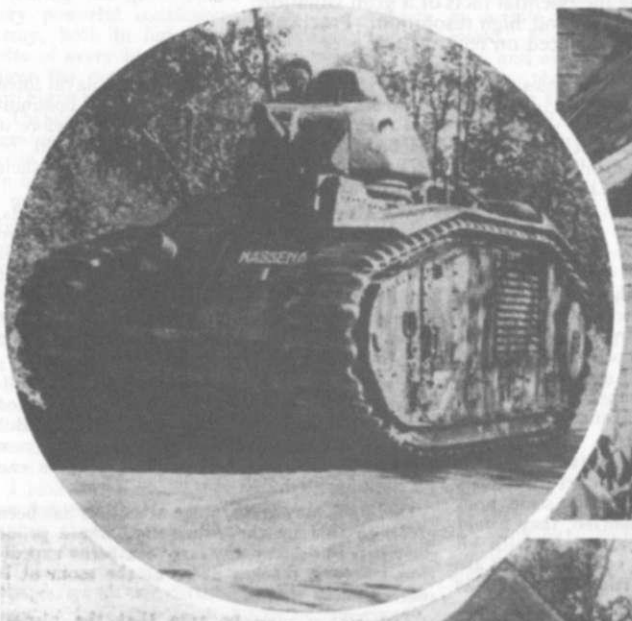
Prisoners with slight wounds are not sent to hospital. Left, two Germans who have been slightly injured in the hand are being attended in a prison camp by French medical officers. All prisoners undergo interrogation before they are sent down to the base; right, some of them arriving at headquarters for that purpose.



By International Law prisoners of war can be employed for reasonable hours on any sort of suitable work, provided it is not for military purposes. Here some of them have been set to work at bricklaying.

Photos, British Official: Crown Copyright, and Section Cinéma de l'Armée

Allied Tanks Were Davids Against Goliaths



This officer of the Royal Tank Regiment, with his second-in-command, is directing operations from a tank drawn up in a French village.

A young French lieutenant tank commander is being congratulated by the colonel of his battalion, after receiving the Croix de Guerre.

In the circle, a heavy French tank is moving into position. It is named Masséna after one of Napoleon's marshals. Above, light tanks and armoured cars of the British Expeditionary Force are going into action against giant Nazi tanks.

The courage and devotion to duty of the men of the Royal Tank Regiment is exemplified in the photograph, right. Their machine broke down at a level crossing and so made a target for Nazi bombers, but as soon as the raiders had passed, the tank's crew set to work to get their "ship" going again.

Photos, British Official: Crown Copyright

'IF THE EMPIRE LASTS A THOUSAND YEARS

In the House of Commons on June 18, two days after the French debâcle, the Prime Minister made a speech which, while summarizing the essential facts of a grim situation, was yet of a tonic quality, full of reasoned confidence and high resolution. Practically the whole of Mr. Churchill's oration is placed on record here.

MR. CHURCHILL began by referring to the colossal military disaster which occurred when the French High Command failed to withdraw the Northern Armies from Belgium at the moment when they knew that the French Front was decisively broken at Sedan and on the Meuse—a delay which entailed the loss of 15 or 16 French Divisions and threatened the whole of the British Expeditionary Force.

Our Army and 120,000 French troops, he went on, were, indeed, rescued by the British Navy from Dunkirk, but only with the loss of all their cannon, vehicles, and modern equipment. This loss inevitably took some weeks to repair, and in the first two of those weeks the battle in France has been lost.

When we consider the heroic resistance made by the French Army at heavy odds in this battle and the enormous losses inflicted on the enemy, and the evident exhaustion of the enemy, it may well be that those 25 divisions of the best trained and best equipped troops would have turned the scale.

However, Gen. Weygand had to fight without them. Only three British divisions or their equivalent were able to stand in the line with their French comrades. They have suffered severely but they have fought well.

We sent every man we could to France as fast as we could re-equip and transport their formations. I am not reciting these facts for any purpose of recrimination. I recite them in order to explain why it was that we did not have, as we could have had, between 12 and 14 British divisions fighting in the line in this great battle instead of only three. . . .

'If Necessary for Years . . . Alone'

The events which have happened in France in the last fortnight have not come to me with any sense of surprise. Indeed, I indicated a fortnight ago as clearly as I could to the House that the worst possibilities were open, and I made it perfectly clear then that whatever happened in France would make no difference to the resolve of Britain and the British Empire to fight on—if necessary for years, if necessary alone.

During the last few days we have successfully brought off the great majority of the troops we had on the lines of communication in France, and seven-eighths of the troops we have sent to France since the beginning of the war, that is to say, about 350,000 out of 400,000 men, are safely back in this country.

We have also brought back a great mass of stores, rifles and ammunition of all kinds which had been accumulated in France during the last nine months.

We have therefore in this island today a very large and powerful military force.

This force includes all our best trained and finest troops, including scores of thousands of those who have already measured their quality against the Germans and found themselves at no disadvantage.

We have in arms at the present time in this island over 1,250,000 men. Behind these we have the Local Defence Volunteers, numbering 500,000, only a portion of whom, however, are yet armed with rifles or other firearms.

We have incorporated into our defence forces every man for whom we have a weapon. We expect a very large addition to our weapons in the near future, and we intend to call up and train further large numbers of men at once.

WE also have Dominion Armies here. Canadians had actually landed in France, but have now been safely withdrawn, much disappointed but in perfect order, with all their artillery and equipment; and these very high-class forces from the Dominions will now take part in the defence of the Mother Country.

Lest the account which I have given of these very large forces should raise the question why they did not take part in the great battle in France, I must make it clear that apart from the divisions training and organizing at home only 12 divisions were equipped to fight upon a scale to justify their being sent abroad, and this was fully up to the number which France was led to expect would be available in France at the ninth month of the war.

Thus the invasion of Great Britain would, at this time, require transportation across the sea of hostile armies upon a very large scale, and, after they had been so transported, they would require to be continually maintained with all their mass of munitions and supplies which are required for continuous battle, as continuous battle it would be.

Here is where we come to the Navy. After all, we have a Navy. Some people seem to forget that.

For more than 30 years I have been concerned in discussions about the possibility of overseas invasion, and I took the responsibility on behalf of the Admiralty at the beginning of the last war of allowing the Regular troops to be sent out of the country, though the Territorials had been only just called up and were quite untrained. Therefore, this island was for several months practically denuded of fighting troops.

The Admiralty had confidence at that time in their ability to prevent mass invasion, even though at that time the Germans had a magnificent battle fleet in the proportion of 10 to 16, even though they were capable of fighting a general engagement any day and every day. Now they only have a couple of heavy ships worth speaking of.

We are also told that the Italian navy is to come to gain sea superiority in these waters.

Well, if that is seriously intended, I can only say that we shall be delighted to offer Signor Mussolini free safeguarded passage through the Straits of Gibraltar in order that he may play the part he aspires to do.

There is a genuine curiosity in the British Fleet to find out whether the Italians are up to the level they were at in the last war or whether they have fallen off at all.

THE point seems to be that so far as sea-borne invasion on a large scale is concerned we are far more capable of meeting it today than we were at many periods in the last war and during the early months of this war before our other troops were trained and while the B.E.F. was already abroad and still abroad.

The Navy have never pretended to be able to prevent raids by bodies of 5,000 or 10,000 men flung suddenly across at several points of the coast some dark night or foggy morning.

The efficacy of sea-power, especially in modern conditions, depends upon the invading force being of large size. It has got to be of large size, in view of our military strength, to be of any use. If it is of large size the Navy have something they can meet and bite on.

We must remember that even five divisions very lightly equipped would require 200 to 250 ships, and with modern air reconnaissance and photography it would not be easy to collect such an armada, marshal it, and conduct it across the sea without any powerful naval force to escort it, and there would be great possibilities that it would be intercepted long before it reached the coast, and the men would be drowned in the sea or blown to pieces with their equipment while trying to land.

We also have a great system of minefields, recently largely reinforced, through which we alone know the channels. If the enemy tries to sweep vessels through those minefields it will be the task of the Navy to destroy the minesweepers or any other force employed to protect them. There ought to be no difficulty in doing this, owing to our great superiority at sea.

These are the regular, well-tested, well-proved arguments on which we have relied during the many years in peace and war. But the question is whether there are any new methods by which those solid assurances can be circumvented.

Odd as it may seem, some attention has been given to this by the Admiralty, whose prime duty it is to destroy any large sea-borne expedition before it reaches us or at the moment it reaches these shores.

The House may be sure that the utmost ingenuity is being displayed and imagination is being invoked from a large number of competent officers, well trained in planning and thoroughly up to date, to measure and to counter all novel possibilities.

'There May be Raids and Descents'

AFTER explaining that, although the Navy could not prevent the transport of German troops to Norway, the conditions in the Channel and the North Sea were much more in our favour, the Premier turned to the question of invasion from the air.

It seems quite clear, he said, that no invasion on a scale beyond the capacity of our land forces to crush speedily is likely to take place from the air until our Air Force has been definitely overpowered.

In the meantime, there may be raids by parachute troops and attempted descents by air-borne soldiers. We ought to be able to give these gentry a warm reception both in the air and if they reach the ground in a condition to be able to continue the dispute.

The great question is, can we break Hitler's air weapon? It is a great pity we have not got an air force at least equal to that of the most powerful enemy within reach of our shores, but **we have a very powerful Air Force which has proved itself far superior in quality, both of men and of many types of machines, to what we have met so far in the numerous fierce air battles which have been fought.**

In France we were at a considerable disadvantage and lost many machines on the ground, in the aerodromes, but we were accustomed to inflict a loss of two to two-and-a-half to one. In fighting over Dunkirk, which was a sort of no-man's land, we undoubtedly beat the German Air Force and gained mastery of the local air, inflicting a loss of three or four to one.

In the defence of these islands the advantages of the defenders will be very great. We hope to improve on the rate of three or four to one which was realized at Dunkirk. In addition all injured machines and their crews which get down safely fall in an attack on these islands on to friendly soil and live to fight another day, whereas all injured enemy machines and their complements will be total losses so far as the war is concerned.

MEN WILL SAY, THIS WAS THEIR FINEST HOUR'

During the great battle in France we gave very powerful continuous aid to the French Army, both in fighters and bombers, but in spite of every kind of pressure we never would allow the entire metropolitan strength of the Air Force in fighters to be consumed.

This decision was painful, but it was also right, because the fortunes of the battle in France could not have been decisively affected, even if we had thrown in our entire air fighter force.

That battle was lost by the unfortunate strategical opening and by the extraordinary unforeseen power of the armoured columns and by the very great preponderance of the German army in numbers.

As it is, I am happy to inform the House that our fighter air strength is stronger at the present time, relatively to the Germans, who have suffered terrible losses, than it has ever been, and, consequently, we believe ourselves possessed of the capacity to continue the war in the air under better conditions than we have ever experienced before.

I look forward confidently to the exploits of our fighter pilots, who will have the glory of saving their native land, their island home and all they love from the most deadly attacks.

There remains the danger of the bombing attacks, which will certainly be made very soon upon us by the bomber forces of the enemy. It is quite true that the German bomber force is superior in numbers to ours, but we have a very large bomber force also, which we should use to strike at military targets in Germany without intermission.

I do not at all underrate the severity of the ordeal which lies before us, but I believe our countrymen will show themselves capable of standing up to it like the brave men of Barcelona.

They will be able to stand up to it and carry on in spite of it as well as any other people in the world. Much will depend on them, and every man and every woman will have the chance of showing the finest qualities of the race, and of rendering the highest services to their cause.

For all of us at this time, whatever our sphere, whatever our duties or occupation, it will be a help to remember the famous lines:

"He nothing common did or mean
Upon that memorable scene."

[*Andrew Marvell*, 1621-78]

MR. CHURCHILL said that the professional advisers of the three Services had "good and reasonable hopes of final victory," and that the Dominions endorsed our decision, and continued:

We may now ask ourselves in what way has our position worsened since the beginning of the war. It is worsened by the fact that the Germans have conquered a large part of the coastline in Western Europe and many small countries have been overrun by them.

This aggravates the possibilities of air attack and adds to our naval preoccupations. It in no way diminishes, but on the contrary definitely increases, the power of our long-distance blockade. . . .

If Hitler can bring under his despotic control the industries of the countries he has conquered, they will add greatly to his already vast armament output.

On the other hand, this will not happen immediately, and we are now sure of immense, continuous and increasing support and supplies of munitions of all kinds from the United States, and especially of aeroplanes and pilots from the Dominions, which will come from regions outside the reach of enemy bombers.

I do not see how any of these factors can operate to our detriment on balance before the winter comes—and winter will impose a strain on the Nazi régime with almost all Europe starving under its heel, which, with all their ruthlessness, will run them very hard.

Not once but thrice the Canadian troops marched to the ports of embarkation to take their place in the battle-line in France, but on the third time they actually crossed the Channel. Here we see some of them leaving a West Coast port. After a few days, however, they were withdrawn to England—as Mr. Churchill said "much disappointed but in perfect order." *Photo, Wide World*

WE must not forget that from the moment we declared war on September 3 it was always possible for Germany to turn all her air force against this country, together with any other devices of invasion, and that France could do little or nothing to prevent her doing it. We have therefore lived under this danger in a slightly modified form during all these months.

In the meanwhile, however, we have enormously improved our methods of defence, and we have learned what we had no right to assume at the beginning, namely, the individual superiority of our aircraft and pilots. Therefore, in casting this dread balance-sheet, and in contemplating the dangers with a disillusioned eye, I see great reasons for intense vigilance but none whatever for panic or despair.

During the first four years of the last war the Allies experienced nothing but disaster and disappointment, and yet at the end their morale was higher than that of the Germans, who had moved from one aggressive triumph to another.

DURING that war we repeatedly asked ourselves, "How are we going to win?" and no one was able to answer with any precision until at the end, quite suddenly, quite unexpectedly, our terrible foe collapsed before us, and we were so glutted with victory that in our folly we cast it away.

We do not know what will happen in France, or whether the French resistance will be prolonged both in France and in the French Empire overseas. The French Government will be throwing away great opportunities and casting away their future if they do not continue the war in accordance with their treaty obligations from which we have not felt able to release them.

The House will have read the historic declaration in which, at the desire of many Frenchmen, and at the desire of our own hearts, we proclaimed our willingness to conclude at the darkest hour in French history a union of common citizenship. However matters may go now in France or with the French Government or another French Government, we in this island and in the British Empire will never lose our sense of comradeship with the French people.

If we are now called upon to endure what they have suffered we shall emulate their courage, and if in final victory rewards are ours they shall share the gains—aye, freedom shall be restored to all.

WE abate nothing of our just demands: Czechs, Poles, Norwegians, Dutch, Belgians—all who have joined their causes to our own, all shall be restored.

What General Weygand called the "Battle of France" is over.

I expect that the "Battle of Britain" is about to begin. Upon this battle depends the survival of the Christian civilization. Upon it depends our own British life and the long-continued history of our institutions and our Empire.

The whole fury and might of the enemy must very soon be turned on us. Hitler knows that he will have to break us on this island or lose the war.

If we can stand up to him all Europe may be free and the life of the world may move forward into broad and sunlit uplands. If we fail, then the whole world, including the United States, and all that we have known and cared for, will sink into the abyss of a new Dark Age made more sinister and perhaps more prolonged by the light of a perverted science.

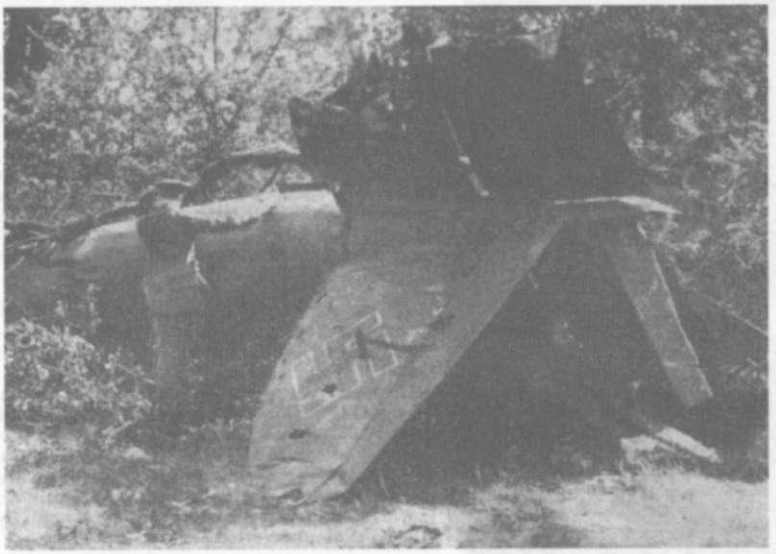
Let us, therefore, do our duty and so bear ourselves that if the British Commonwealth and Empire lasts a thousand years men will still say, "This was their finest hour."

These Were First Shots in the 'Battle of Britain'

Above, a map found among the remains of a bomber brought down in the June 18 raids. Below is the engine of another Nazi 'plane.

Some of the houses wrecked in a Cambridgeshire town by a bomb are seen above. From amongst their ruins were taken the bodies of five children and four grown-ups.

ON the night of Tuesday, June 18, 1940, the first aerial combat of the "Battle of Britain" took place over the eastern counties of England. It was estimated that about 100 enemy aircraft were engaged, and bombs were dropped in Cambridgeshire, Norfolk, Suffolk, Essex, Kent, Lincolnshire, and Yorkshire. Twelve civilians, including five children, were killed by the bombs dropped. The enemy bombers were met by British fighters and anti-aircraft gun-fire, and seven of them were brought down, while it is believed that several more were so badly damaged as to make it impossible for them to return to their base.



The morning after the raid the people of East Anglia showed intense interest in the remains of the bombers which had been brought down. These young girls (right) are inspecting the propeller of an enemy bomber; above, the fuselage of a machine that was not utterly destroyed is being examined by experts

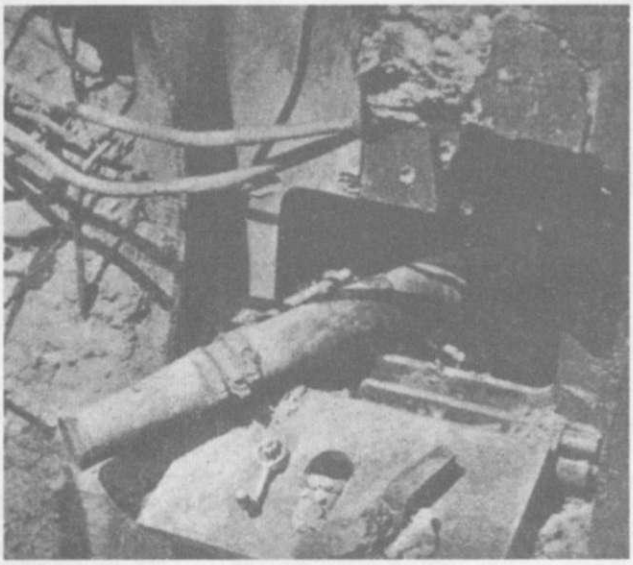
Photos. Central Press. Associated Press and Wide World

The Nazis Show Us How They Took Eben-Eymael

German parachutists working under the protection of their own machine-guns paralysed the Belgian infantry defending the approaches to the fort. They also bored holes for mines in the massive concrete walls and eventually blew up the fort. Nazi soldiers are seen, left, by the partly destroyed fort.

On May 11 the German troops finally attacked the fort, after a terrific onslaught had been made by Nazi 'planes, which bombed and machine-gunned the garrison. The heroic struggle ended in a Nazi victory and the capitulation of the commander with 1,000 men. Some idea of the intensity of the attack can be gauged from the photograph below, which shows part of the damaged wall of the fort.

MOST powerful and modern of the forts of Liége, Eben-Eymael covered more than 200 acres and had an armament of two 12-centimetre guns (about 4·7-in.), over 30 of 6·5 and 7·5 cm., besides a large number of machine-guns, etc. Of its impregnability Belgium's military experts were convinced, and yet only a few hours sufficed for its capture by the Nazis. At first it was said that their parachutists descended on the cupola and threw hand grenades into the interior, but these photographs, reproduced from the German publication "Die Wehrmacht," prove rather that it was the severity of the aerial bombardment, combined with the mines laid by the parachutists, which broke the garrison's resistance, thus enabling picked storm troops to take the fort by assault. A Belgian soldier wounded in the defence of the fort confirmed the main outlines of the story.



The loop-holes in the thick concrete walls of Eben-Eymael were shattered as a result of mine explosions which went off with such force that the guns were broken out of their mountings. On the right, we see Hitler surrounded by some of the captors of the fort, who are proudly wearing the Iron Crosses awarded by the Fuehrer for their exploit.

Cheering Proof of Mr. Churchill's Promise of 'Maximum Possible Suppo

Skirmish and Raid Opened the Italian War

No spectacular event followed immediately on the heels of Italy's decision to abandon "non-belligerency" for full war. Here we tell of the small-scale affairs by land and air which marked the opening of hostilities.

IN its opening days the war of Italy against Britain and France was a matter of raids by land and air, while the navies, numerous and powerful on both sides, took up their positions in one or the other of the Mediterranean basins.

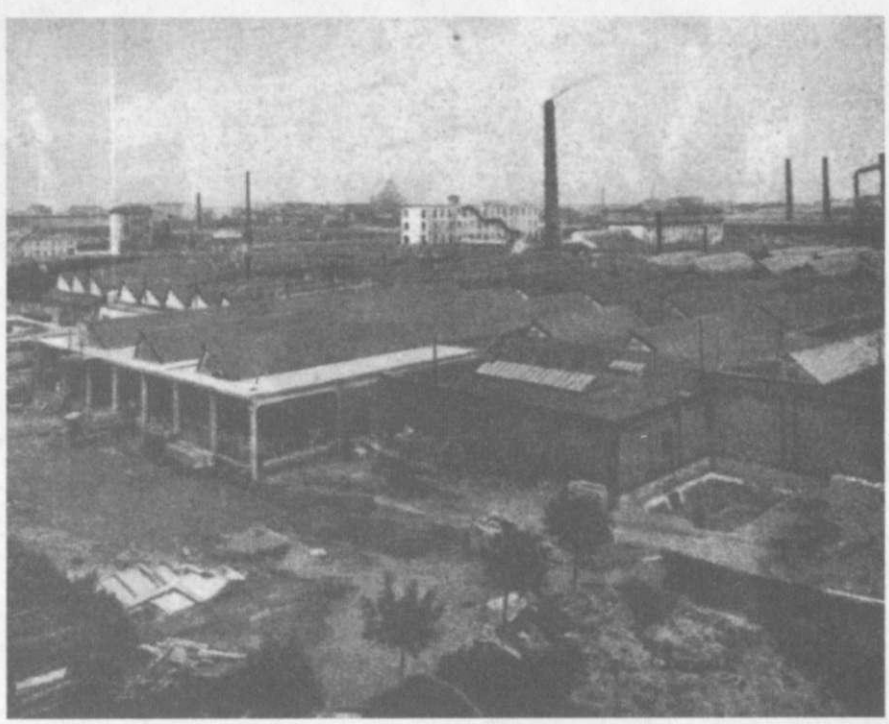
Malta has splendid protection against Italian bombers. The island's air-raid shelters are built out of the soft sandstone which effectively resists the blast of high explosive. Above is seen a group at air-raid practice.

The first blows were struck in the air, and from the outset the R.A.F. of the Middle East Command assumed the initiative. On the war's first day, Tuesday, June 11, the Italian aerodrome at Asmara in Italian East Africa and the port of Massawa on the Red Sea were heavily bombed; and that same night Tobruk, Italy's second most important base on the Libyan coast, was similarly bombed by waves of Blenheims, while Allied naval forces delivered an attack from the sea. In the course of the operations an Italian cruiser, "San Giorgio," 9,200 tons, and two submarines were set on fire, and much other damage was done. On the same day R.A.F. bombers, operating from aerodromes in Great Britain, conducted a reconnaissance of Northern Italy, in the course of which they attacked military objectives at Turin and Genoa.

Another victim of Britain's aerial offensive was the Italian quarter of the little town of Moyale on the Abyssinian-Kenya frontier. It was revealed that the 'planes engaged in this operation belonged to the Royal South African Air Force, which was now operating from bases in British East Africa.

By way of counter measures the Italian Air Force likewise took the offensive. The first Italian communiqué, issued on June 12, after declaring that at midnight on June 10 "the dispositions of the land, sea, and air forces were completed according to plan," went on to state that "bomber units of the air force, escorted by fighters, carried out at dawn and dusk severe bombardments of military objectives at Malta with evident success. All the units returned safely to their bases. Meanwhile, other units made reconnaissance flights over the area and harbours of northern Africa." The raid on Malta mentioned in the bulletin was the first of a number; indeed, in the first week of war this island stronghold was visited some thirty times by Italian raiders; a number of civilians were killed and some damage was done to property, but military objectives as a whole remained untouched, and the people's morale was pronounced splendid. Aden, another bulwark of Britain's sea power, was also bombed, but still more ineffectively, for all the bombs fell in the open sea and several raiders were destroyed.

As already mentioned, the raid on Moyale was conducted by R.S.A.A.F. 'planes, and on June 12 South Africa had the distinction of being the first Dominion to issue a war communiqué after operations in the field. "South African Air Force heavy bombers," it read, "yesterday attacked military objectives in Abyssinia. Extensive damage to buildings, personnel, roads and equipment was done. One heavy bomb scored a direct



On June 11 Turin, Italy's great manufacturing centre, was severely bombed by the Royal Air Force. One report affirmed that the whole of the city's industrial quarter was demolished, and that the anti-aircraft defences seem to have failed to function. Above is seen the Dora industrial section with some of the factories of the Susa Cotton Combine in the foreground. *Photos, E.N.A.*

Britain Draws First Blood in Libyan Desert

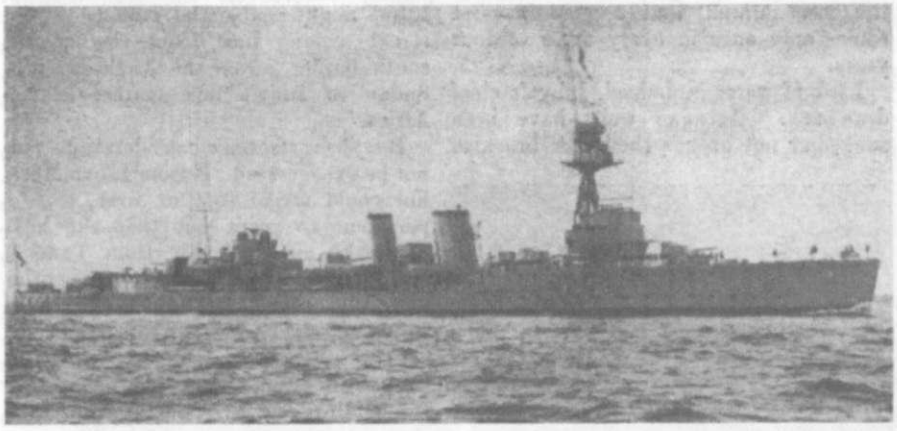
hit on an open shed packed with military transport vehicles. The attack was made from a height of approximately 800 ft. Although heavy machine-gun fire was encountered, all our aircraft returned safely." On the same day a Gazette Extraordinary issued from Pretoria announced that a South African mobile field force was serving with the British forces in East Africa.

On land there were frequent clashes between British and Italian troops in the desert region where Libya marches with Egypt. Frontier positions on both sides were bombed by the one air force or the other, and on the ground British troops raided the Italian outposts. One of the latter was on quite a large scale—on Monday, June 17, when a British force supported by tanks went into action against Italian troops who during the night had been seen bringing up armoured reinforcements, including 24 tanks, on the border south of Sollum. As the result of this engagement, twelve enemy tanks were captured, together with seven guns and 600 prisoners. Among the latter was an Italian General of Engineers, who was captured with his wife, whom he was conveying to hospital; the lady was swiftly motored to Alexandria, where she was soon comfortably established in a bed in a maternity ward. By way of retaliation for this reverse the Italian air force bombed Mersa Matruh on the Egyptian coast, several casualties being caused among the Egyptian soldiers and civilians.

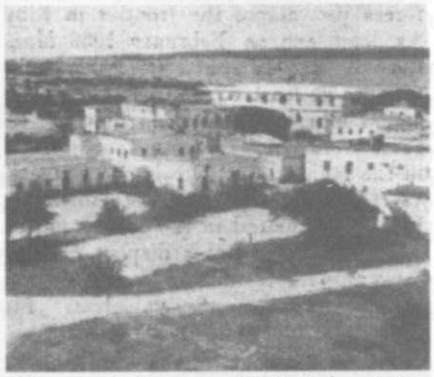
Coming now to the sea operations, the first result of Italy's belligerency was the seizure by the Allies of a large number of Italian vessels. In the course of his scathing exposure of Italy's war aims made in the House of Commons on June 11, Mr. Attlee announced that already, when the war was not yet a day old, fourteen Italian ships had been seized, ten others were in our ports, and three, "on the best German model," had been scuttled. "The imaginary restraints," he went on, "which our occupation of the east and west ends of the Mediterranean is supposed to impose upon Italy in time of peace, will become realities in time of war. Italy, like Germany, will feel the blockade."

By the end of the first week of war the Italian merchant navy had been deprived of ships amounting to 210,855 tons, which, taken in conjunction with the 37,619 tons lost through the operations of German mines, submarines and aircraft before Italy's entry into the war, represented a large proportion of her mercantile marine (stated in 1938 to be 1,986,680 tons). Italy's ships were rapidly swept from the western end of the Mediterranean, while her submarines were meeting with little success against Allied vessels. Indeed, on June 16, the Admiralty announced that as the result of anti-submarine measures adopted in the Mediterranean since the beginning of hostilities, four enemy submarines had been destroyed. On the other hand, there was one British naval loss—the cruiser "Calypso," which was torpedoed in the Mediterranean on June 13 with the loss of one officer and 38 ratings.

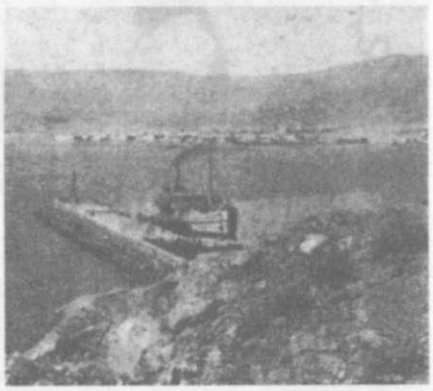
Tobruk, Italy's naval base in Libya, some 70 miles from the Egyptian border, was several times bombed by the R.A.F. soon after the declaration of war. Heavy damage was done to Italian warships, and petrol stores and ammunition dumps were set on fire.



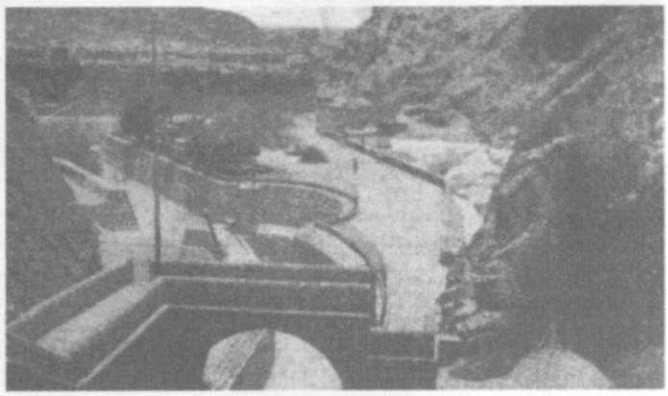
The first success of the large fleet of Italian submarines was the sinking of H.M.S. "Calypso," seen above. One officer and 38 ratings were reported missing in the Admiralty communiqué of June 15 announcing her loss. She was a light cruiser of 4,180 tons, completed in 1917, and her complement was about 437 men.
Photo, Wright and Logan



Kismayu, which was one of the first places to be bombed by the South African Air Force, is in the extreme south of Italian Somaliland, close to the frontier of Kenya.



Above is Sollum, just over the frontier from Libya; it was the first Egyptian town to be bombed by the Italians.



The Italians made several attempts to bomb Aden, Britain's outpost at the entrance to the Red Sea, but were beaten off. Above are the pre-Christian era tanks, still the chief water supply.
Photos. Watterson, E.N.A. and Dorien Leigh

In Libya Our Soldiers First Met the Italians

Hardly had Italy's declaration of war come into force when the R.A.F. had carried the war into enemy territory. A day or two later the first land skirmishes occurred in Libya—the colony about which something is told in this chapter.

MUSSOLINI'S empire was invaded for the first time on June 13, when a little band of British troops crawled across the Egyptian-Libyan frontier, cut the barbed-wire fence on the Italian side, and captured two Italian officers, 60 men, and two machine-guns. At another place on the frontier a British light tank unit also penetrated the wire and carried away into captivity an Italian patrol.

In these daring little excursions the British Command in Egypt were no doubt intent on discovering what might be learnt of the dispositions of the Italian forces just across the frontier in Libya. As long ago as February 1939 Mussolini's legions in Libya were believed to number at least 62,000 men, and during recent months it has been reported that there were 200,000 white troops massed in the region, and there is no doubt that vast quantities of military stores have been accumulated in the base depots.

In the light of this display of armed force it is interesting to know that Libya in itself is practically valueless. First taken by Italy from the Turks in the war of 1911-1912, it had to be largely reconquered between 1919 and 1923. Since the dawn of the "Fascist era" hundreds of millions of lire have been poured into the colony's bottomless sands, and there has been much blowing of trumpets about the large-scale colonization which began in the autumn of 1938, when 1,900 families, comprising about 20,000 people, were dispatched from Italy to settle on land which had been reclaimed from the desert. Since then many more emigrants have been dispatched from the overcrowded home country, but even so, only small portions of the coastal fringe have been colonized.

Here and there along the fine new road which follows the coast for 1,000 miles from the frontier of Tunis to that of Egypt may be seen the whitewashed homesteads of the settlers, while scattered among them are the civic centres consisting of church and school, municipal offices and market, to which the colonists are brought by lorry on Sundays from the surrounding districts to hear Mass, pay their dues, do their shopping, and indulge in a little social gossip. Used as they are to hard labour and frugal ways, the colonists have managed to wring a living from the barren soil, making it bear crops of olives, oranges and dates, barley, wheat and grapes, but such is the low rainfall that a good harvest comes only once in every three or four years.

Lack of water is, indeed, Libya's chief drawback. Artesian wells have been sunk, but not only is the water brackish but the subsoil is being gradually robbed of its moisture. So it is that the townsfolk and colonists and garrisons have to rely very largely upon water brought from Italy in tankers; and one of the most regular features of the Libyan countryside is the big water-barrel outside each house which is refilled at intervals from the peregrinating water-lorries.

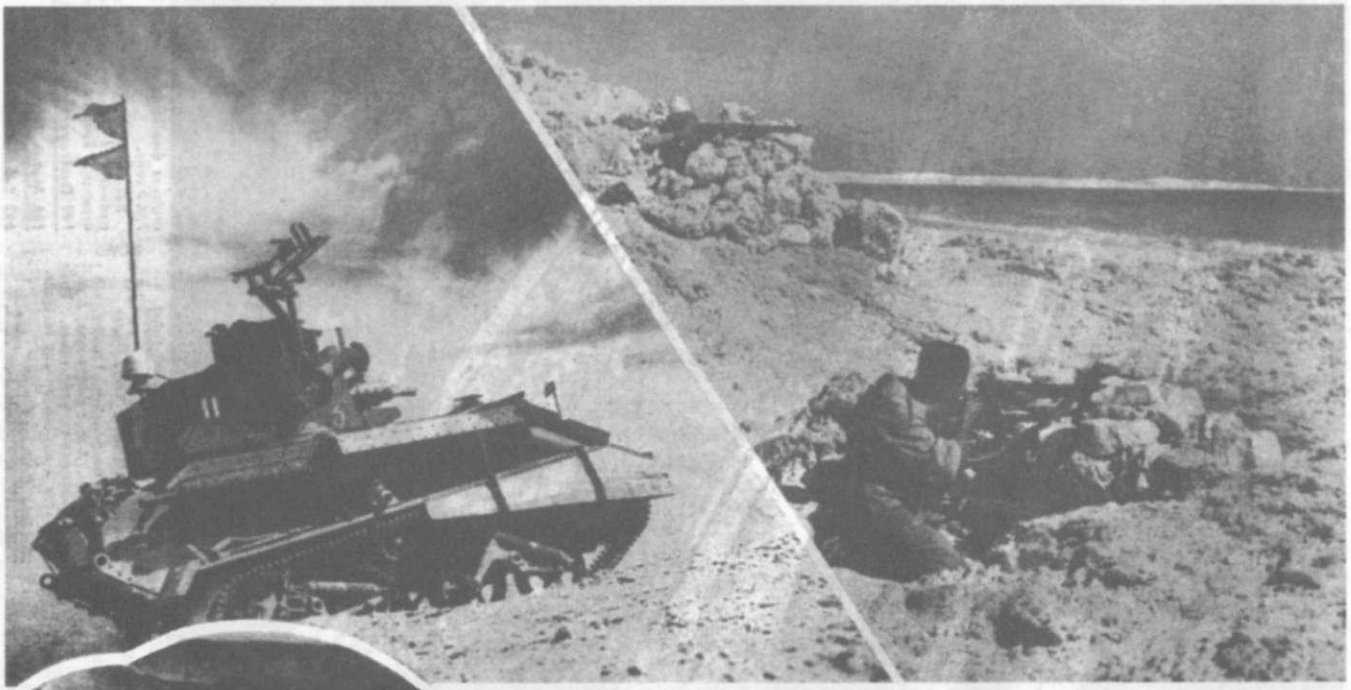
But if Libya's economic importance is still very much a matter of tomorrow's promise, in the eyes of the Italian strategists the colony has a most decided value. Situated between Tunis and Egypt, it would seem to provide an excellent jumping-off ground for attacks on either France or Britain; and it is this consideration which accounts for the presence within its borders of the very large Italian army well equipped with tanks, motor vehicles and 'planes. Moreover, the possession of Libya might enable the Italians to construct a land link from the colony's south border across the Anglo-Egyptian Sudan to Italy's new empire in East Africa.

But these strategic considerations must not be exaggerated. If from Libya Mussolini could strike east or west, it is as pertinent to point out that the hitter might be as easily hit from Tunis on the one hand or from Egypt on the other. Unless Italy can command the sea between Libya and Sicily, her garrisons and colonists in Libya must soon experience the pangs of hunger and the agonies of thirst. Moreover, even the large quantities of food and water and war material which are said to have been accumulated at the Libyan depots might be immobilized and so rendered largely useless by a few well-placed bombs—not to mention bombardment from the sea—on that motor-road which is the one and only means of communication between the one town and the next. Marshal Balbo, Libya's Governor-General, has his problems.

Standing on guard beside the barbed-wire fence which separates Libya from Egypt is one of Italy's Libyan soldiers (top); for more than 200 miles this barrier runs across the African sands. Above is the island of Pantelleria, "Italy's Gibraltar" as it is sometimes called; it lies off the coast of Tunis to the west of Malta, and its 45 square miles have been converted into a formidable fortress.

Photos, Oscar Marcus & E.N.A.

Where the Pharaohs Fought There is War Today



Many light tanks traverse the deserts of Egypt, but, as the photo left shows, they often encounter heavy going. Along Egypt's coast there are many look-out posts to guard against enemy landings; the two above right are held by Arab soldiers, whose keen eyesight makes them fitted for this work.

These two Indian soldiers are working a mobile signal station—a lorry equipped with a wireless installation.

Scottish infantrymen wearing shorts, always part of the uniform of troops operating in the Near East, are seen above at a sandbagged observation post manning a Bren gun for use against low-flying aircraft. Left, Bren gun observation troops are clambering into light tanks to answer an emergency call.

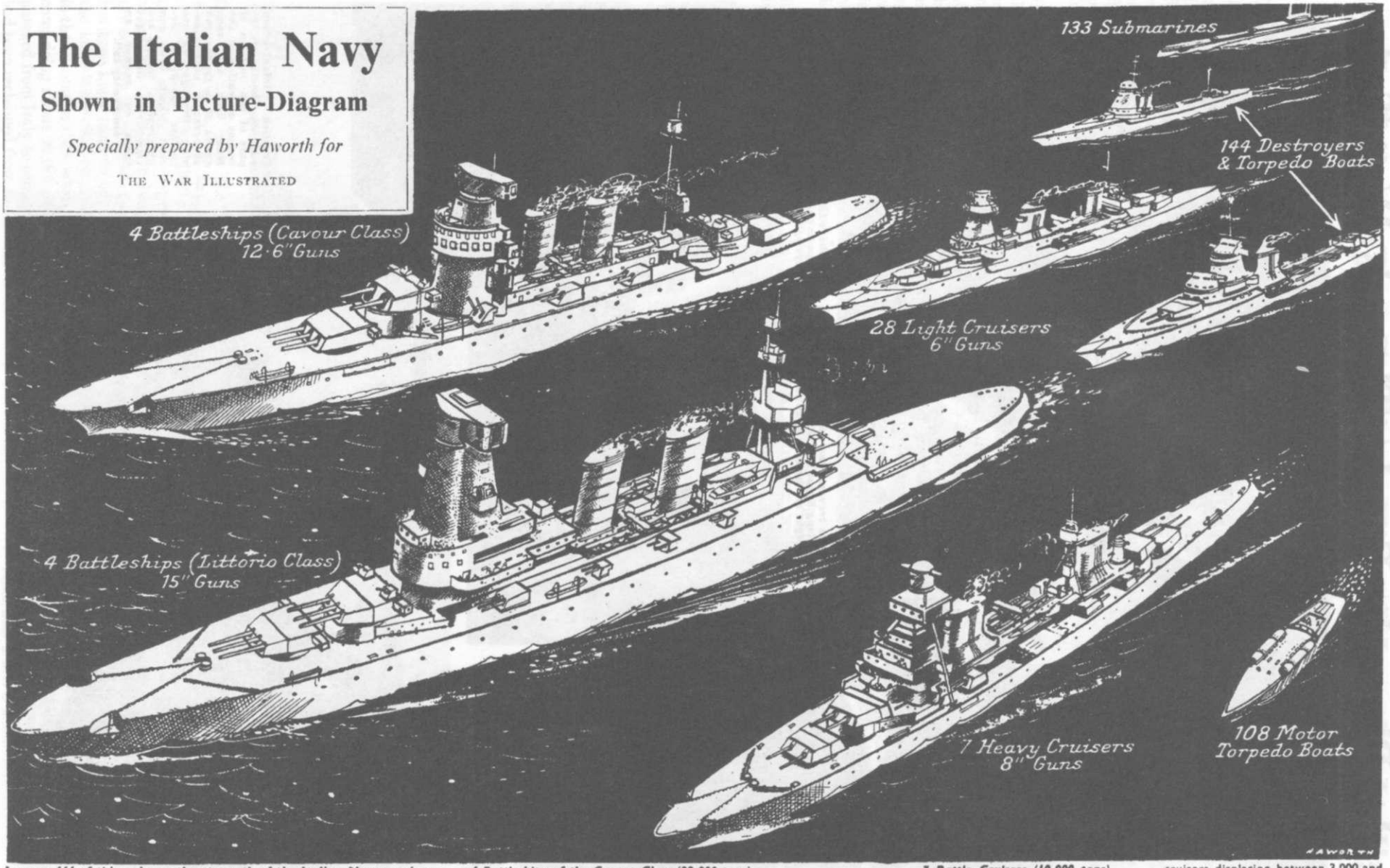
Photos, British Official: Crown Copyright

The Italian Navy

Shown in Picture-Diagram

Specially prepared by Haworth for

THE WAR ILLUSTRATED


133 Submarines
144 Destroyers & Torpedo Boats
4 Battleships (Cavour Class) 12·6" Guns
28 Light Cruisers 6" Guns
4 Battleships (Littorio Class) 15" Guns
7 Heavy Cruisers 8" Guns
108 Motor Torpedo Boats
HAWORTH

In page 666 of this volume the strength of the Italian Navy as given in the Italian newspaper "Tempo" at the end of May is reprinted. These figures must, however, not be accepted as giving a true representation of the strength when war faces the fleet. Some of the battleships are only ready for launching, others are nearing completion, while the reconditioning of two of the older ones was not then complete. It must be remembered that after a big warship has successfully undergone her trials and has been handed over by the builders to the Navy, many months must elapse before her elaborate machinery, both as regards engines and guns, can be said to have arrived at its full efficiency

4 Battleships of the Cavour Class (23,000 tons)

These are old ships of the 1911-13 class which have been reconstructed during 1933-37.

Guns: 10—12·6-inch; 12—4·7-inch; 8—3·9-inch A.A.; plus A.A. machine-guns. They also carry 4 aircraft on 2 catapults.

4 Battleships of the Littorio Class (35,000 tons)

These are the largest and most modern ships in the Italian navy.

Guns: 9—15-inch; 12—6-inch; 12—3·5 A.A., plus 40 A.A. machine-guns. They carry 4 aircraft on 2 catapults.

7 Battle Cruisers (10,000 tons)

These are fast ships, having a maximum speed of 32-38 knots.

Guns: 8—8-inch; 12—3·9-inch; 10—37-mm. A.A.; 8—13-mm. A.A.; plus 8—21-inch torpedo tubes. They also carry 2 aircraft on one catapult.

28 Light Cruisers

These ships are mostly 6-inch gun cruisers displacing between 3,000 and 7,000 tons.

Besides A.A. guns they carry torpedoes and one or two aircraft and catapult. Speed about 35 knots.

144 Destroyers and Torpedo Boats

108 Motor Torpedo Boats

133 Submarines

After Nine Months Allied Shipping Was Supreme

Though Germany's merchant shipping was confined to the Baltic and the Scandinavian coasts, her losses almost equalled those of Britain's Mercantile Marine, constantly at sea the world over. During the invasion of Norway the Nazi navy was sorely mutilated; the Allied fleets, on the other hand, were far stronger after nine months of war than they were at the outset.

THE tables in this page, in addition to giving the losses for the month of May, show the shipping position as it stood after nine months of war at sea. The Allies lost in that period just more than a million tons of merchant shipping, if the losses of ships converted for naval purposes are included. It is an indication of Nazi methods of warfare that neutral flags should have suffered almost as badly as the British, having lost three-quarters of the tonnage lost by ourselves. The tonnage of German merchant shipping sunk by the Allies, scuttled or captured, almost equalled the total British losses. Considering the fact that British ships were constantly employed on vital duties in every part of the world, and that German ships were confined to the Baltic and the coasts of Scandinavia, it is surprising that the German losses were so great. It is a further illustration of the use of sea power.

As far as warships are concerned, the German Navy was severely mutilated during the invasion of Norway, while the Royal Navy, despite a few isolated sinkings and the severity of recent operations, remained supreme. In fact, today, it is stronger than it was at the outbreak of war. Of 15 capital ships, one had been lost up to June 3, 1940; of seven aircraft carriers, one, the "Courageous," was torpedoed, while two out of 62 cruisers, 20 out of 185 destroyers, eight out of 58 submarines, and six out of 108 minor war vessels, were lost in the same period. The French Navy had few losses, and it, too, was stronger in May than in September.

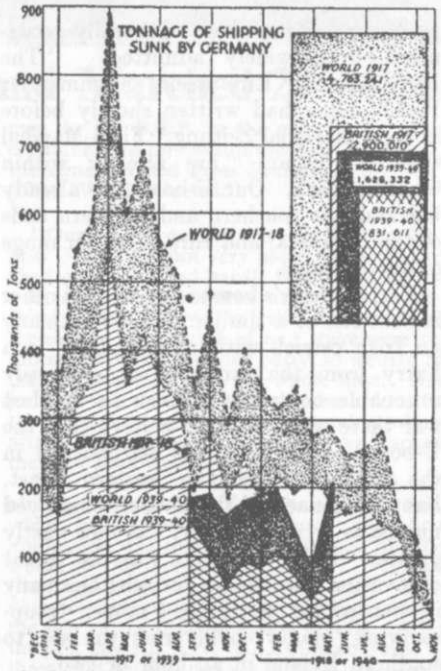
World Shipping Losses in Nine Months of War

(*Sept.* 1939—*May*, 1940)

	May, 1940		Sept., 1939 to May, 1940	
	No.	Tons gross	No.	Tons gross
BRITISH:				
Merchant ships	25	76,128	229	831,611
Hospital ships, etc.	4	7,790	—	—
Naval trawlers	18	5,061	45	37,471
Totals	47	88,979	274	869,082
ALLIED:	12	60,780	33	160,431
Total Allied	59	148,759	307	1,029,513
NEUTRAL:	14	199,842	220	598,869
Totals	73	201,032	527	1,628,382
GERMAN:				
Scuttled	1	6,040	31	190,746
Mined	3	10,772	32	178,481
Sunk by naval action	5	28,314	8	21,235
	9	45,126	71	390,462
Captured	26	144,565	58	259,122
	35	189,691	129	649,584
* Additional losses (estimated)				200,000
				849,584

* Unidentified German ships sunk since April 10.

Summary figures are given here for all shipping losses—British, Allied, Neutral and German—for the nine months' period September to May and separately for May, 1940.



In this diagram shipping losses due to German action in 1917–18 are compared with those of the first nine months of the present war. The contrast is dramatic. Note the peak in world losses in May.

Adapted from "The Times"

The merchant shipping position of the Allies was even more favourable than when war broke out. Less than 1 per cent. of the total British tonnage had been lost, and this decrease had been more than made good by new construction (the shipyards working at full capacity), by purchases from abroad, and by captures from the enemy (259,000 tons). Furthermore, almost the whole of the Polish, Norwegian and Dutch merchant navies escaped from the enemy and came into Allied service, as well as many thousands of tons of Danish and Belgian shipping.

By various means the total losses suffered by British merchant shipping in the first nine months of the war were more than made good. More than 250,000 tons of enemy shipping had been captured (144,565 tons at Netherlands East and West Indian ports during May), while considerable purchases of useful tonnage were made from such neutral countries as the United States. Furthermore, when war broke out the shipyards of the United Kingdom had an enormous amount of merchant ships in course of construction, amounting to about 1,000,000 tons. A great majority of this tonnage is now, it may be assumed, in service.

The invasion of Holland and Belgium in May had the effect of increasing the Allied shipping reserves. Although the "Statendam" and the "Veendam," notable Dutch transatlantic liners, were destroyed at Rotterdam, the majority of the fine Dutch liners were out at sea and most of the shipping in other Dutch ports succeeded in getting away. The Belgians lost their finest ship—the 13,000-ton liner "Baudouinville"—in the Scheldt, but many of the most useful units of their small Mercantile Marine got away. The liner "Ville de Bruges" (13,000 tons), bombed and sunk, was one of eight American liners sold to a new Belgian concern to enable them to operate in waters forbidden to American flag vessels.

The evacuation from Dunkirk was carried out with remarkably little loss. Three hospital ships, formerly Southern Railway cross-Channel packets, were bombed and sunk despite their markings; and several paddle steamers, trawlers and other naval auxiliaries met with disaster. Apart from the naval auxiliaries, which are merchant ships in peacetime, about 24,000 tons of merchant ships were sunk in that operation.

The end of the month of May heralded a renewed activity on the part of enemy submarines, notably off the coast of Spain and Portugal, and as usual the neutral countries—what few there were left—were heavy sufferers. Despite the fact that Italy was soon afterwards to enter the war on Germany's side, an Italian ship was sunk by bombing; and the U-boats added Argentina to the list of injured neutrals by torpedoing the 3,425-ton vessel "Uruguay." As a result Argentina banned her shipping from European waters.

DEBITS

September 1939 — May 1940

British Merchant Losses		French and Neutral Losses	
SEPT. TO APRIL	746,784 tons 204 ships	SEPT. TO APRIL	647,527 tons 227 ships
MAY	74,128 tons 25 ships	MAY	111,873 tons 26 ships

CREDITS

September 1939 — May 1940

U-Boats Sunk	Goods Captured
Estimated 65	1,025,000 tons
Ships Sunk, Scuttled Captured and Lost	British 571,000 French 454,000
1,049,584 tons	

To the credits above there should be added the following estimates:

Danish Goods seized	30,000 tons
Danish shipping	150 ships
Norwegian shipping, total tonnage	4,500,000 tons
Dutch and Belgian shipping	about 3,000,000 tons

Here the figures in the table on the left are analysed to show the debit and credit accounts, clearly displaying the immense Allied balance, due in part to Nazi aggression itself.

De Valera's Eire Sees the Red Light

In an earlier page (see page 556) we told something of Eire's position as the only British Dominion which has not accompanied the Mother Country in her war against Nazi Germany. Now we describe some of the steps taken when, following the German triumphs in Norway, the Low Countries, and France, an invasion of Eire was seen to be an all-too-present possibility.

Not long ago Eire appeared to be on a far fringe of the war. What happened on the Continent beyond the screen of the British Navy and the Maginot Line seemed to have little to do with the Dublin clerks, the farmers of Tipperary, and the peasants of Connemara. But that day is past; there is no feeling of happy security in Eire now.

Speaking in Dublin on Sunday, June 16, Mr. Eamon de Valera, Eire's Taoiseach (or Prime Minister), announced to the huge audience with dramatic effect that, "The nation is in danger; the danger is more menacing as the hours pass by." This was the time, he went on, to prepare quickly for whatever might befall them; it was no time to talk when their neighbour's house was on fire and the sparks were falling on their roof. The full resources of the country must be put at the Government's disposal at once, the soldiers must go to their posts; and he appealed to all who knew how to use arms to come forward and join their old comrades. The Premier's appeal was reinforced by words from Mr. Cosgrave, Leader of the Opposition, and Mr. Norton, chief of the Labour Party in the Dail, whose presence on the platform side by side with the man whom they had so often, so strongly, opposed, was in itself an indication of the gravity of the hour.

All thinking men must long have realized that Eire's independence and continued existence was due to Britain's command of the seas, but it was only now, when, following France's military collapse, Britain stood alone against seemingly all-powerful Germany, that Eire's dependence on her sister island was generally recognized—even widely admitted. "The Irish Sea and Eire itself," Commander Pochhammer had written shortly before in the "National Zeitung," Field-Marshal Goering's organ, "are already within German reach. Our U-boats are already blocking the southern and northern ends of the Irish Sea, and Eire is within range of our air force."

Pochhammer's boasts and several other indications of a similar kind made many an Irish ostrich withdraw his head in a hurry from the sands of an obviously untenable neutrality. Even in the last war there was reason to believe that the U-boats found help and harbourage in the inlets of Ireland's western coast, but the menace of the U-boat, employed maybe as a troop carrier, was now vastly greater. Moreover, there was the threat of invasion from the air, for, with Germany in control of northern France, troop-carrying 'planes could cross the sea to southern Ireland in an hour or two.

Steps were taken to bring the Eireann army up to war strength by the calling up of the army reserve and the enlistment of thousands of volunteers; a Local Security Corps was also established, and a strong appeal was made to veterans of the Great War to offer their services. More than 50,000 men joined the Corps in the first fortnight of its existence. Furthermore, a National Defence Council representing all parties in the Dail was formed.

But the political truce was not complete; as Mr. de Valera said in his speech in Dublin, it was sad to think that there should be an Achilles in the tent, and all his hearers knew that he was referring to that irreconcilable element in the nation's life represented by the Irish Republican Army. Proscribed and driven underground as it was, this revolutionary organization still continued to exist in skeleton shape and was still inspired by that bitter hatred of England and of all things English which had ever been its inspiration and support. In the I.R.A. the German invaders might well find a potential Fifth Column.

Major-General Daniel McKenna, Chief of Staff of the Eireann Army, and as such the man on whom rests the chief responsibility for the country's defence, is a native of Londonderry, in Northern Ireland.

Eire's little army, both regular and volunteer, carries out annual training. In the top photograph Volunteers are at practice with a howitzer. In the lower photograph small army lorries are passing through a village. Both photos were taken during manoeuvres.
Photos, Sport & General

In those difficult days there were a few, but only a few, who urged that in the event of a Nazi invasion Ireland should pursue the expedient adopted by Denmark and submit to Hitler. But to do so, declared Mr. J. M. Dillon in the Dail, would be both ignoble and disgraceful, and Mr. Oscar Traynor, the Defence Minister, urged the people of Eire to show that they were prepared to defend the liberties of their country to the death: "If this nation dies," he said, "few of us would want to live."

There spoke the real Ireland.

Eye Witness Stories of Episodes and Adventures in the Second Great War

We Left Our Lorries and Marched 24 Miles

The experiences of thousands of men in the B.E.F. in the great trek to the beaches at Dunkirk are crystallized in this well-presented story. Told by Mr. L. Clarke, of the Amalgamated Press Printing Works, it is exclusive to "The War Illustrated."

"ALL the world knows," said Mr. Clarke, "how British troops, holding Jerry forces in Belgium, found them coming round from the east and west flanks, and subsequently fought that magnificent rearguard action.

"At the time, I was in the north of Belgium, and found we had orders to retreat. We started our journey backwards and, being in lorries, were subjected to many attacks from the air, against which we could offer very little opposition. About 40 miles from the border we ran into a German armoured column, and every driver had to use his own discretion. My driver left the road and careered across open fields under a blaze of machine-gun fire. Our lorry being an open truck carried a machine-gun, which we used with poor effect (owing to the bumpy journey of the fields) and, of course, we were also using our rifles. The odds, if we had stopped to fight it out, were much too great against us. The German column consisted of tanks, machine-gun carriers and armoured cars, against our convoy of approximately 12 lorries, armed with, all told, four machine-guns.

"Well, to resume my story, my lorry, with its cargo of nine men, managed to get back to the road (after a long detour) and picked up with three other lorries of our unfortunate convoy. We proceeded, until stopped by a military policeman on a motor-bike, who told us our position and gave us some advice; he said the best plan was to destroy our lorries and proceed to Dunkirk on foot. We took his advice and used our hammers with good effect on the engines of our lorries, and then we set fire to them. Onward to the port.

"Military police, dashing about, gave us our positions. We had the impression among ourselves that our task was merely to get to Dunkirk and then our troubles would be over. What a false impression!

"Our journey on foot was roughly 24 miles; now 24 miles is not very much really, but to tired men, who had hardly had any sleep for a fortnight, very little food, and who were very thirsty, it was a very long trek. At this period there were roughly 17 of us; there were no officers or N.C.O.s in our party, so we had to use our own discretion the whole time. Our journey was made all the more hazardous by the continual machine-gun raids and bombing attacks from the air. Eventually we reached the port dead beat, and terribly hungry.

"We were barely in the town, which had already been subjected to heavy air raids, when over came the 'planes. Our first impression was that they had turned out the whole of the German Air Force! We had that nightmare experience for three days, dive-bombing, machine-gunning and always the fear of the delayed action bombs. After the first day our party had dwindled down to three, and we had not the faintest idea where the others had got to. During our stay there we had many lucky escapes. Here's just one.

Each Day Our Hopes Dwindled

"The three of us were in a cellar in one of the few remaining houses standing, with about 30 other Tommies. My pal asked me if I would like to go somewhere else, as he was too hot and cramped, so I agreed, and the three of us got out. We had barely got 20 yards along the road when Jerry planted a couple of bombs into the cellar, killing a large number of the unfortunate chaps.

"Well, as each day dawned our hopes gradually dwindled. We tried our hardest to get on one of the many small craft that were continually coming into the shallow water, but unfortunately hundreds of other chaps had got the same idea. It was hopeless! During this time we were under a constant rain of bullets and bombs. Eventually we managed to get out to one of the destroyers. Once on board we sighed with relief—our troubles were over, so we thought. We settled down on deck, under the comforting shadow of the navy's guns. Shortly afterwards we set off. We were barely out at sea and could still see the flaming ruins of Dunkirk, when a score of Nazi bombers came at us! Well, what with all the naval guns and scores of rifles, we put up a very hot reception. We brought down a couple of 'planes, and they sheered off, but not for very long. We were about five miles out when over came another group of 'planes. The number of bombs dropped made us feel that we would inevitably be hit, and eventually we were. We had what seemed like three to four explosions and began to sink. My pals and I got rid of our surplus clothing and were prepared for the worst. One end of the ship was sinking rapidly and the boats were being manned. Unfortunately there were hundreds of soldiers trying to get into them.

Nazis Sprayed the Water with Bullets

"My pals and I, all being strong swimmers, decided to dive overboard. There were, as can be imagined, plenty of other lads in the water, and as it was very dark I soon lost my pals, so I swam out to where I thought a boat was—but my eyes were deceiving me. My exertions in the past few weeks began to tell on me, and after I had been in the water for what seemed hours and hours (it transpired later that I was in the water approximately one and three-quarter hours), I was picked up by a small pleasure craft. I don't think I could have held on for many more minutes, for I was frozen to the bone and just about dead from exhaustion. Apart from all that, those merciless Germans were spraying the water with tracer bullets!

"After that the journey home passed like a dream. I was given a drink and wrapped up well, and had just about recovered when we reached English soil.

"So ends the story of my experiences, similar to what hundreds of others went through. I would like to say one thing—Thank you, all you seamen, from the Royal Navy to the smallest pleasure craft. One and all, you upheld the proud traditions of English seamanship!"

The above exclusive photograph, the first to be taken from one of the rescue ships, shows British soldiers under bombardment on the unprotected sands at Dunkirk. *Photo G.P.U.*

I WAS THERE!

I Saw the 'Women's Evacuation' From Paris

As the German Army approached Paris there took place a mass evacuation such as the world has rarely seen. It is estimated that at least one million people left the city in two days, chiefly by road ; and here Geoffrey Cox, "Daily Express" reporter, vividly describes the scenes he witnessed on the 135-mile journey to the new Government headquarters.

It was mid-afternoon on Monday, June 10, when we learned for certain that the censorship and telegraph offices were moving from Paris and that the Government was to go at any moment. We knew that German tanks were across the Seine, trying to cut off roads from the city to the south.

We gathered our things and motored out through the city in the dusty late afternoon heat. Café terraces were half-deserted, streets had a Sunday-morning look.

Lorries outside Government buildings were being loaded with rifles and papers. Pieces of charred documents floated from chimneys on to the sun-baked pavement in the Rue Royale.

We drove out by St. Cloud, and on the hill where the Prussians had shelled Paris in 1870 we were suddenly no longer one car but a unit of the great column of refugee vehicles.

Unlike Barcelona, which was an evacuation on foot, or Belgium, which was primarily an evacuation by cart and bicycle, this was an evacuation by car. Low-slung French cars, bought to carry families fishing, bathing and camping, now crawled along with mattresses on top blankets and cooking gear packed inside ; often a pram, almost always one or two bicycles strapped on the roof.

We passed bomb holes on the outskirts. Then we were turned on to side roads by the military police to free the roads for troops.

In lorries and camouflaged Paris buses, French reserves, their faces set and inexpressive of anything except that incredible French knowledge of how to win or die, moved steadily up.

Ambulances were already hidden under beech trees for their work. Tanks showed like monsters in forests, where their crews were stripped to the waist to wash in the streams.

Steadily our column of refugees grew, thickened. Great lorries loaded with machinery ; a tractor drawing a curved Norman farm wagon packed with women and children ; vans bearing the names of laundries, perfume shops, greengrocers, corset-makers, now moved by, crammed with people and goods ; gleaming roadsters driven by chauffeurs or women in smart motoring costume followed ancient Fords or cars which seemed to have been taken off junk heaps.

Hens, sheep and cats rode in vans or trailers, and almost every car had its dog.

We crawled, stopped, crawled on again till dark came down, when we were in mid-country.

Every ten yards now were halted lorries and cars, with mothers feeding babies and putting children to sleep in the fields.

We turned into a hay field, took out our sleeping bags and dined off crusty bread, sardines, cheese, and red wine. It was a glorious night, aglow with stars.

Only the moving line of dark shadows on the roads and the occasional glare of headlights told us that this evacuation was still going on, or even hinted at war.

Then suddenly, close by, an anti-aircraft gun boomed, a shell sang through the air and burst high above us. The drone of a 'plane followed. Behind barricades, in the villages we had passed through, Parashots had been waiting with rifles. Then the guns were silent again in the hay-scented night

All my life I will remember the dark-eyed, tired children staring from the interior of bumping lorries as the lines of traffic moved a few paces and jerked to yet another stop.

At one place a little girl of nine watched over five children by a broken-down car. Her mother had left them two hours before to search for food in the nearest village.

Every half-mile broken-down cars had been tipped in ditches to clear the roads.

I stood watching the columns pass—with the stench of petrol fumes filling the air, with the cries of whimpering children rising above the sound of the car engines.

Women with faces drawn from exhaustion went past driving cars filled with their children and relatives. For this was the women's evacuation—the men of France were at the front fighting.

When we reached the new Government headquarters at Tours the roads were still packed with an endless river of cars.

Such heartrending scenes as those above were constantly enacted on the roads of France when refugees fled before the Nazis. In the top photograph a terrified grandmother, worn-out with wheeling her grandchild, takes a brief rest by the roadside. Above, a column of Red Cross ambulances carrying wounded is passing a pathetic stream of refugees.

Photos, Section Cinéma de l'Armée and Wide World

How We Held Up a German Tank Column

During the height of the German advance in Northern France twenty Yorkshiremen, with one French anti-tank gun in position, held up a German tank column of fifty vehicles for nearly three hours. Here is the story of how this was done, as told by a young second-lieutenant from Leeds to "Eye-Witness."

"My platoon, with several others, was ordered to hold up the German advance on towards an important bridge across a river," said the subaltern. "During the night we dug ourselves in near a road leading down a hill-side to the bridge. With us were three French anti-tank guns, very carefully concealed, in charge of a French lieutenant. About three o'clock in the morning, when there was just the faintest grey in the sky, a light German tank came down the road. An anti-tank gun opened fire, and it swerved round and rushed up the hill. Not long after we heard the dull rumble of a column of traffic coming down the hill on a small by-road, partly hidden by trees. Suddenly three tanks rolled into view out of the trees, followed by a stream of vehicles.

"We could not tell in the dim light whether they were French or German. We held our fire. Then the three leading tanks—a light reconnaissance tank and two medium tanks of about thirty-five tons—came well into view, just broadside-on from our positions only a short distance away. The turrets of the tanks were open and standing in them were men with German steel helmets on. Unfortunately, only one of the anti-tank guns was mounted in a position to cover this by-road.

"The French lieutenant opened fire and knocked out the first medium tank. Then he opened fire on the second medium tank and knocked it out in turn. This blocked the road for this long column of vehicles, at least fifty in number, coming down the road

I WAS THERE!

closely packed together. They included a number of vehicles like lorries which may have contained ammunition and petrol, or may have been towing anti-tank guns or light field guns, and also motor-cycle combinations. Other tanks were in the middle of the column.

"As soon as the first two tanks were knocked out and the road was blocked, every single man in the column jumped out of his vehicle and dashed up the hill. It was an extraordinary sight.

"One of the Germans jumping out of the leading medium tank was shot dead by one of our men before he got to the ground. We opened fire on the crowd of men running up the hill, and caused many casualties. These men seemed rather demoralized by the sudden unexpected attack from our hidden positions. They apparently took with them all the weapons they could, for as soon as they got on top of the hill they began to open fire, at first with rifles and machine-guns firing tracer bullets, then with anti-tank guns, and later with what seemed to be a light field gun.

"We replied with rifle fire. Although German fire was heavy it was very inaccurate. They seemed to be a little too far back over the crest of the hill and their fire mostly came above us. After about half an hour it was so intense that we sent back for reinforcements as there were only about fifteen to twenty men in our position, all told. Our messenger could not get through because the fire was so heavy, so we had to carry on ourselves. After about two and a half hours the fire from the Germans was so concentrated that it was decided to withdraw.

"During all this time the French anti-tank gun had been firing at the stationary line of German vehicles, especially on the ammunition vans. Much of the column was partially obscured by trees, so it was not such an easy target. We withdrew down the hill to a group of houses, where we found a motor-car. With a number of men I started off in this towards the river. We came under heavy fire. One tire was hit, and then the firing became so hot that we jumped out and crept along to a ditch, which gave us a little cover. During this time we had several casualties. Our cover was so slight that bullets only went about eight inches above our heads, and it took us three-quarters of an hour to cover a hundred yards."

Afterwards, his colonel said, this young officer showed great gallantry in ensuring that his men crossed the river. Like several other officers in this same retirement he decided to swim across and fetch a boat, although the river had been under heavy fire. The young second-lieutenant found a boat and towed it back with one hand across the swiftly flowing river, and took it back again packed with wounded. A French Senegalese soldier who was an expert boatman paddled it across with a piece of wood, although the water was within a few inches of the edge of this boat.

Such little groups of French soldiers as this who faced with undaunted heroism the oncoming of the mechanized Nazi Army, illustrate very closely the story told in this page. With no other protection than that of the small screen of their anti-tank gun they are making a stand on an open road along which at any moment a giant tank may thunder into sight. *Photo, Wide World*

How I Escaped as a Belgian Refugee

An R.A.F. Fighter Command pilot who rejoined his squadron on June 5 had been posted as missing for nearly a fortnight. After his Hurricane fighter was shot down he made his way across Belgium disguised as a refugee. His story is here told in his own words.

THE pilot found a Belgian who was willing to lend him some clothes. They were the clothes in which he returned to his home station—a battered old cap, pipe-like trousers nearly six inches too short for him, a dirty grey jacket and an ancient light-grey overcoat. He kept his regulation blue shirt, but put on an old collar with his black tie.

Once he borrowed a motor-car to drive Belgian refugees through the German lines. The car was held up by German soldiers when they had gone only a few miles. They took the car, and his pilgrimage continued.

"I got a lot of food from German soldiers on the way," he said. "I lived for days on boiled eggs, coffee and water. Occasionally I called at a farmhouse or cottage for shelter.

"Most of the Belgians with whom I travelled guessed that I was English, but they did not give me away. I was advised to talk as little as possible when Germans appeared, for they told me that my French had a terrible English accent.

"When I found the Belgians moving back towards Belgium, I tagged myself on to parties of French peasants.

"Incidentally, I owe my final escape to the Royal Air Force. I was on the outskirts of Dunkirk, and I had to pass through the German patrolled area at the back of the town. Every few hundred yards the Germans had sentries posted along the roads, so that it was impossible for anyone to get by. But one day there was a terrific aerial battle. I could see Hurricanes and Messerschmitts and Heinkels and Spitfires doing their stuff. It was a thrilling show, and the sentries thought so, too. They were looking skywards when I slipped through.

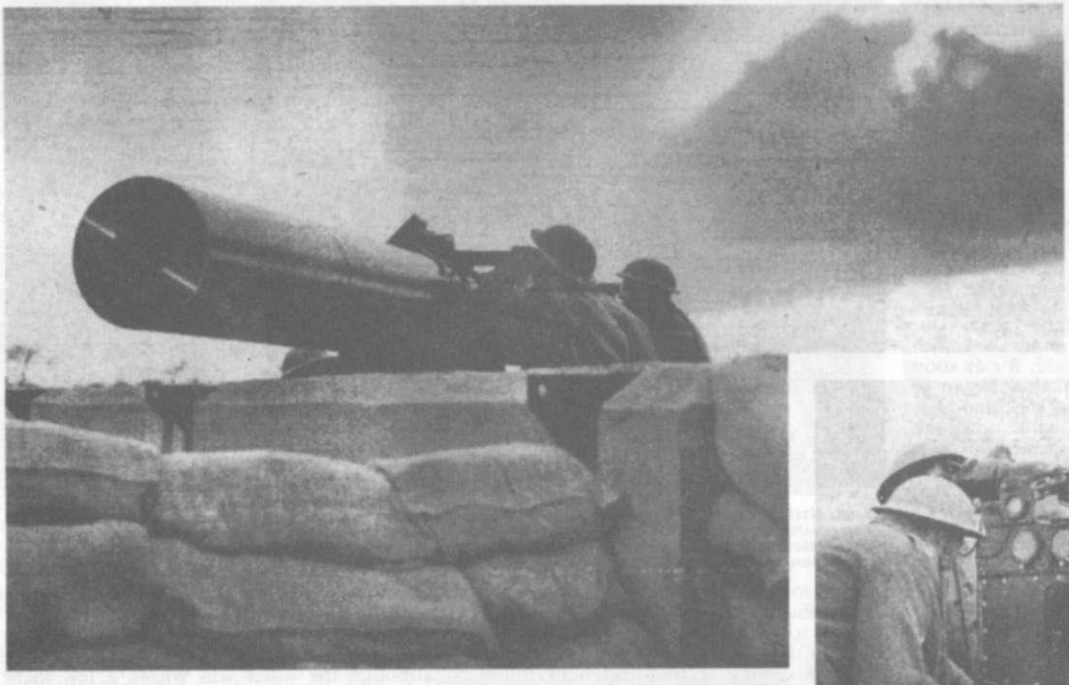
"When I reached the canal I called across to a group of French soldiers, and crossed the canal in a small boat.

"I was, of course, arrested by the French on suspicion. The guard passed me on to the Lieutenant, and the Lieutenant to a Major, and so, up the scale, until I was put before a General. I told him who I was, and where I came from, and eventually I was passed on to the British authorities in Dunkirk.

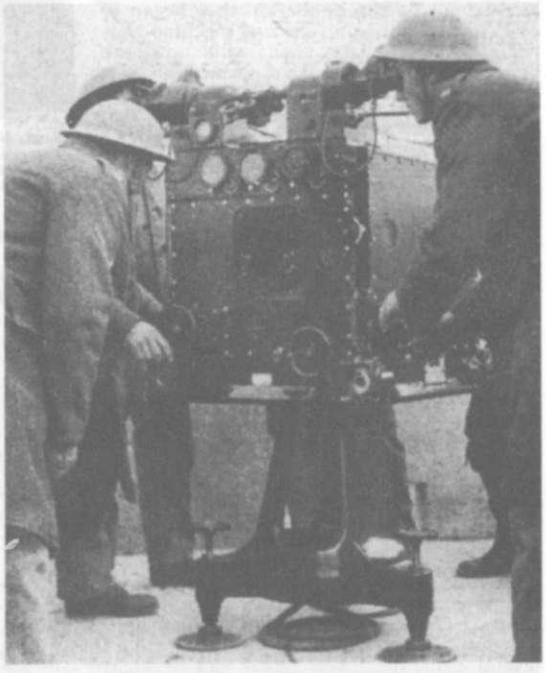
"There again I was suspected, though I was treated extremely well. A naval commander took charge of me, and I was technically under arrest until I had been brought to England in a motor torpedo boat, and questioned at the Admiralty and Air Ministry, where my identity was finally established."

In the photograph, right, the Flight Commander of the R.A.F., whose escape is described in this page, is seen in his disguise as a refugee. Left, in his uniform, he is pointing to the badge he painted on his 'plane, with some omen of bad luck in each quarter.

Ready to Give Raiders a Really Warm Reception

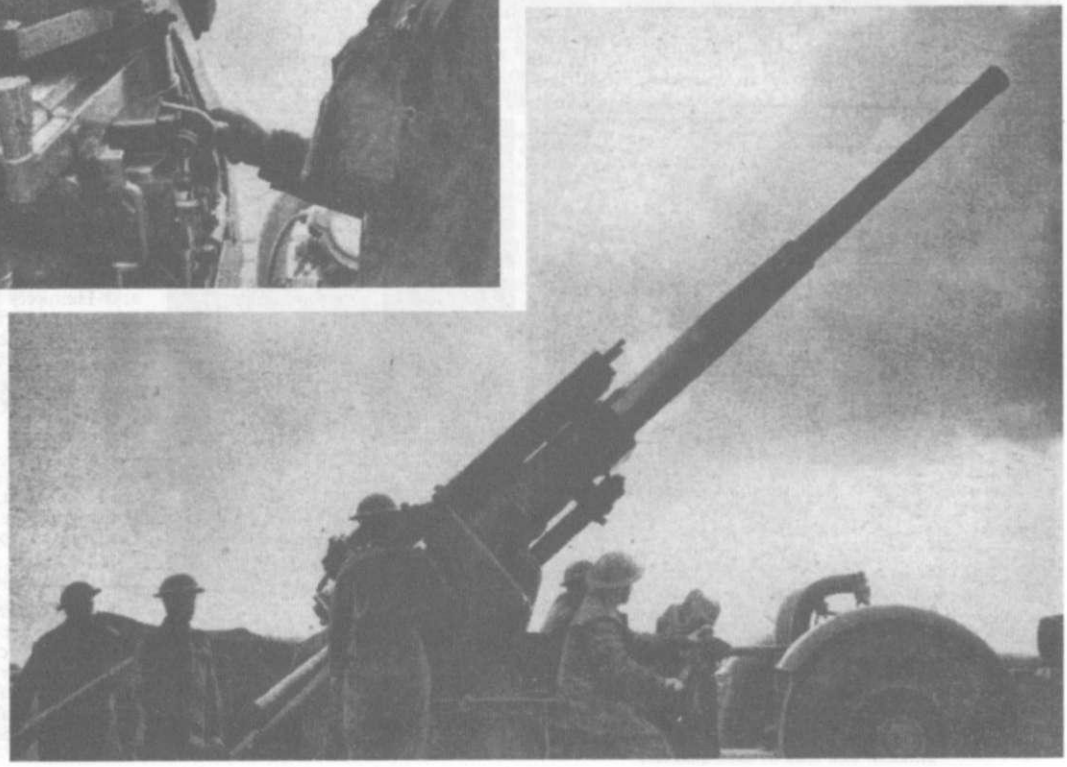


As soon as the searchlights attached to one of our anti-aircraft batteries catch an enemy 'plane in their beams the crew of the height-finder (left) get busy. This instrument measures the distance and height of the aircraft, and the information is passed on to the predictor.



The predictor (below) is undoubtedly one of the most intricate and delicate of war machines. By carefully following the path of an enemy aeroplane these men can predict exactly where it will be when the shells from the A.A. guns reach the height at which the machine is flying.

The fuse-setting of the shell, elevation, and direction of the gun required to hit the enemy 'plane are automatically passed on from the predictor to dials on the 3·7-inch A.A. gun (above). This photograph shows one of the crew standing on the firing platform with his hand on the trigger awaiting the command to fire.



On the right is seen the gun-crew at quick-loading practice in the early hours of dawn. The men beneath the barrel are the gun-layers with dials in front of them connected to the predictor. The second man from the left is holding the breech ramming-wire in his hand. A detailed drawing of a 3·7-inch gun is shown in page 529. It is said that the shells of these guns cost something like £30 each.

Photos, Central Press

WORDS THAT HISTORY WILL REMEMBER

Extracted from Authoritative War Speeches and Statements Week by Week

(*Continued from page 648*)

Thursday, June 13, 1940

M. REYNAUD, in a broadcast appeal to President Roosevelt:

Amid the misfortune which has befallen our country one thing above all must be said: at a moment when fate lies heavy upon us we must cry aloud to the world the heroism of our Army, of our soldiers, and their leaders .... The heroism of the armies of Dunkirk has been exceeded in the battles which are taking place from the sea to the Argonne.

Our race does not allow itself to be beaten by invasion. It has seen so many of them in the course of the centuries. But it has always repulsed and dominated the invader. All that —the sufferings and the courage of France— the world must know. All free men must pay their debt to her. The hour has come. The French Army is the advance guard of the armies of democracy and has sacrificed itself. . . . Wounded France has the right to turn now to the democracies and to say: "I have rights over you."

But it is one thing to approve and another to act. We know what place the ideal holds among the American people. I address a new and final appeal to the President of the United States. Each time that I have asked him to increase his help he has done so generously. But it is a question today of the future of France, of the very life of France. Our fight has been a painful one. In the common struggle the superiority of the British Air Force is asserting itself day by day. But clouds of aeroplanes must assist us. Forces must come from the other side of the Atlantic and crush the evil forces which dominate Europe. We have the right to hope that the day is approaching when we shall receive that help. . . .

Message sent by the BRITISH GOVERNMENT to the Government of France:

In this solemn hour for the British and French nations and for the cause of freedom and democracy to which they have vowed themselves, His Majesty's Government desire to pay to the Government of the French Republic the tribute which is due to the heroic fortitude and constancy of the French Armies in battle against enormous odds. Their effort is worthy of the most glorious traditions and has inflicted deep and long-lasting injury upon the enemy's strength.

Great Britain will continue to give the utmost aid in her power. We take this opportunity of proclaiming the indissoluble union of our two peoples and of our two Empires. . . .

We renew to the French Republic our pledge and resolve to continue the struggle at all costs in France, in this island, upon the oceans, and in the air, wherever it may lead us, using all our resources to the utmost limit and sharing together the burden of repairing the ravages of war. We shall never turn from the conflict until France stands safe and erect in all her grandeur, until the ruined and enslaved States and peoples have been liberated, and until civilization is free from the nightmare of Nazi-ism. That this day will dawn we are more sure than ever. It may dawn sooner than we now have the right to expect.

Saturday, June 15

PRESIDENT ROOSEVELT in a cabled reply to M. Reynaud's appeal:

First of all, let me reiterate the ever-increasing admiration with which the American people and their Government are viewing the resplendent courage with which the French armies are resisting the invaders on French soil.

I wish also to reiterate in the most emphatic terms that, making every possible effort under present conditions, the Government of the United States has made it possible for the Allied Armies to obtain during the weeks that have just passed aeroplanes, artillery and munitions of many kinds, and that this Government, so long as the Allied Governments continue to resist, will redouble its efforts in this direction. . . .

In accordance with its policy not to recognize the results of conquest of territory acquired through military aggression, the Government of the United States will not consider as valid any attempts to infringe by force the independence and territorial integrity of France.

In these hours, which are so heartrending for the French people and yourself, I send you assurances of my utmost sympathy, and can further assure you that so long as the French people continue in the defence of their liberty, which constitutes the cause of popular institutions throughout the world, so long will they rest assured that material supplies will be sent to them from the United States in ever-increasing quantities and kinds.

I know that you will understand that these statements carry with them no implication of military commitments. Only Congress can make such commitments.

'UNCONQUERABLE, WE FIGHT ON'

Mr. Churchill, in a two-minute broadcast on Monday evening, June 17, 1940:

THE news from France is very bad and I grieve for the gallant French people who have fallen into this terrible misfortune. Nothing will alter our feelings towards them or our faith that the genius of France will rise again.

What has happened in France makes no difference to British faith and purpose.

We have become the sole champions now in arms to defend the world cause. We shall do our best to be worthy of that high honour.

We shall defend our island and, with the British Empire around us, we shall fight on unconquerable until the curse of Hitler is lifted from the brows of men. We are sure that in the end all will be well.

Sunday, June 16

Draft Declaration of Union communicated to the French Government by H.M. Ambassador, SIR RONALD CAMPBELL:

At this most fateful moment in the history of the modern world the Government of the United Kingdom and the French Republic make this declaration of indissoluble union and unyielding resolution in their common defence of justice and freedom against subjection to a system which reduces mankind to a life of robots and slaves.

The two governments declare that France and Great Britain shall no longer be two nations, but one Franco British Union. The constitution of the Union will provide for joint organs of defence, foreign, financial and economic policies.

Every citizen of France will enjoy immediately citizenship of Great Britain. Every British subject will become a citizen of France. Both countries will share responsibility for the repair of the devastation of war wherever it occurs in their territories, and the resources of both shall be equally and as one applied to that purpose.

During the war there shall be a single War Cabinet and all the forces of Britain and France, whether on land, sea or in the air, will be placed under its direction. It will govern from wherever it best can. The two Parliaments will be formally associated.

The nations of the British Empire are already forming new armies. France will keep her available forces in the field, on the sea and in the air. The Union will concentrate its whole energy against the power of the enemy, no matter where the battle may be. And thus we shall conquer.

Monday, June 17

MARSHAL PÉTAIN in a broadcast to the French nation:

Frenchmen: At the request of President Lebrun, President of the French Republic, as from today I assumed the direction of the French Government, certain of the affection of our admirable army, which is fighting with a heroism worthy of its wonderful military tradition against an enemy superior in number and armaments.

Certain that by its wonderful resistance it has fulfilled its duty towards its Allies, certain of the support of the war veterans whom I had the honour to command, certain of the confidence of the whole people, I give myself to France to help her in her hour of misfortune.

In these painful hours I am thinking of the unfortunate refugees who, in extreme hardship, crowd the roads; I express to them my sympathy and my solicitude.

It is with a heavy heart that I say we must cease to fight. I appealed last night to the adversary in order to ask him whether he is ready to discuss with me, as between soldiers and in honour, the means to end hostilities.

Let all Frenchmen rally round the Government over which I preside during these difficult trials and restrain their anxiety and affirm their whole faith in the destiny of their country

M. BAUDOUIN, new French Foreign Minister, in a broadcast from Bordeaux:

At this hour in which the very existence of France is threatened, her Government, grouped round the glorious leader of its tradition and its soul, have shown the discipline and abnegation of the French people. More than at any moment of national history, this common tie of suffering and of resolution ensures the maintenance of the nobility of the French soul. . . .

Our country knows all the miseries of invasion. There is no Frenchman who has not had to bear sacrifices for her. There is no Frenchman however, who is not resolved that in this extreme of adversity France shall retain her dignity, her courage and her faith in the future. It is because it is sure of this resolution, sure of this discipline, sure of this country's will for independence, that the Government remains among you, to share the sufferings of our country and to fulfil the cruel mission of asking the enemy on what conditions the carnage of our children may be stopped.

The enemy has not broken our morale. He has achieved his end only by the crushing superiority of his effectives and material. Our troops faced the battle with their traditional valour. They could not replace the tanks, the cannon and the 'planes destroyed by the enemy. The 40,000,000 Frenchmen found themselves before the Battle of France almost alone against the 80,000,000 Germans, to whom the menace of the Italian Army was added. . . .

It is true we have received help from our Allies, Great Britain, whose fleet has never lost mastery of the sea and whose troops and magnificent air force have shared our battles, Poland, Norway, Holland, and Belgium. But, insufficiently prepared for totalitarian warfare, our friends and Allies have not been able in time to give the help necessary to the advance guard constituted by the French Army. That is why our Government, presided over by Marshal Pétain, had to ask the enemy what his conditions would be. But it has not abandoned the struggle or laid down its arms.

As Marshal Pétain said this morning, the country is ready to seek in honour the means to put an end to hostilities. It is not ready, and it never will be ready, to accept dishonourable conditions, to abandon the spiritual liberties of our people and betray the soul of France. . . .

OUR DIARY OF THE WAR

Wednesday, June 12, 1940

Enemy attempted to extend the one bridgehead established **south of the Seine.** Pressure directed towards **Evreux** and **Pacy-sur-Eure.**

On Lower Oise there was fighting in region of **Persan-Beaumont,** and, farther east, at **Crépy-en-Valois** and **Betz.**

Germans attacked new positions **south of the Marne,** and some units crossed the river in neighbourhood of **Château Thierry.**

Heavy mechanized forces thrown into battle for **Reims.** French divisions, after bitter struggle, withdrew to Montagne de Reims.

Allied Air Forces continued operations over all fronts and in enemy back areas. Motor torpedo-boats in **Boulogne** harbour bombed by R.A.F., one being sunk and two others damaged. R.A.F. fighters shot down seven enemy aircraft.

During night of June 11-12 **R.A.F. bombers attacked** military objectives at **Turin, Genoa** and other towns in North Italy.

Extensive damage done to aerodromes and other military objectives in **Abyssinia** and **Eritrea** by bombers of Middle East Command. Places attacked included Asmara, Gura, Diredawa, on Addis Ababa–Jibuti railway, and Macaca on Red Sea.

Italian aircraft made ineffectual bombing raid on **Aden.** Five raids made on **Malta.**

Heinkel bomber shot down off south-east coast of England.

Polish submarine "Orzel" presumed lost.

Spain adopted attitude of "non-belligerency."

Egypt broke off diplomatic relations with Italy. Turkey broke off commercial relations with Italy.

Thursday, June 13

Battle increased in violence **on both sides of Paris.** Fresh enemy forces attacked **south of Rouen,** and armoured columns poured over three Seine bridgeheads towards Pacy-sur-Eure and Evreux.

North of Paris twelve divisions attacked between **Senlis** and **Betz.**

French counter-attacked near Persan-Beaumont, 17 miles north of Paris, and advanced five miles.

Armoured **enemy divisions crossed the Marne** from **Château Thierry to Dormans** in direction of Montmirail; other divisions east of Reims advanced in direction of **Châlons-sur-Marne.**

Germans claimed to have captured **Montmédy,** corner-stone of Maginot Line.

Military Governor of Paris issued proclamation declaring it to be an open town.

M. Reynaud broadcast appeal for help to American people.

War Office announced that about 6,000 men, **part of British division** operating north of Havre, **captured at St. Valery-en-Caux** with other Allied troops. Remainder of division evacuated by sea and landed again in France.

R.A.F. continued bombing bridgeheads on Seine and military objectives in fighting zones extending east of Rouen to Maginot Line.

R.A.F. machines dropped bombs on **Fort Capruzzo,** Egypt-Libya frontier. **Assab,** Italian East Africa, also raided and extensive damage done. South African aircraft bombed **Kismayo** area, Italian Somaliland.

During the night of June 12-13, British captured 62 Italians in skirmish on Egypt-Libya frontier.

Italian aircraft raided **Aden** three times, but were driven off with loss. **Malta** also was raided.

Italy claimed to have bombed **Bizerta** (Tunisia) and **Toulon.**

Aircraft of Fleet Air Arm attacked German naval units in Trondheim Fjord, scoring hits on battleship "Scharnhorst."

H.M.S. "Scotstoun," armed merchant cruiser, sunk by U-boat, with loss of six lives.

Two Greek steamers, "Violando N. Goulandris" and "Mount Hymettus," reported sunk by U-boat.

Friday, June 14

German forces entered Paris, the French having retired to new defence positions on south side of city.

Enemy made **violent frontal assault on Maginot Line** west of the Saar, but were repulsed with heavy losses.

In Champagne advanced German elements were nearing **Romilly** and **St. Dizier.**

R.A.F. heavy bombers attacked troop concentrations and lines of communication in rear of enemy's advance along Seine and Marne. Ammunition dumps in Forest of St. Michel and other woodland tracts set on fire. Boulogne docks bombed. Dunkirk, Flushing and Ostend attacked.

During the night of June 13-14 French aircraft set on fire oil storage tanks in region of **Venice.** Another formation dropped pamphlets on **Rome.** French warships shelled industrial plants and railway lines on Italian coast.

British troops, co-operating with the R.A.F., **captured Fort Capruzzo and Fort Maddalena,** near Egypt-Libya frontier.

Announced from Cairo that during operations by British naval and air units in raid on Tobruk, Libya, on June 11, Italian cruiser "San Giorgio" and two submarines were hit and set on fire.

Air raid on **Berbera** in British Somaliland.

Italian 'planes attacked **Sollum,** on Egyptian coast.

Saturday, June 15

In Normandy fighting continued in regions west of Louviers and in region of Evreux. South of Paris French armies continued withdrawal prescribed by High Command.

Farther east enemy crossed the Seine in Romilly area. **Pressure increased** in region **from Troyes to St. Dizier,** and advanced guards pushed in direction of **Chaumont.**

Germans claimed to have captured town, citadel and two forts of **Verdun,** and to have succeeded in piercing Maginot Line near **Saarbruecken.**

In Alsace enemy attacked in region of **Neuf Brisach** on the Rhine, between Basle and Strasbourg. Some detachments crossed the river and established a bridgehead.

French Government left Tours for Bordeaux.

President Roosevelt replied to M. Reynaud's appeal, pledging U.S. to redouble its efforts to supply the Allies with 'planes and armaments.

During night of June 14-15 R.A.F. carried out series of raids on South Germany and in the Ruhr.

R.A.F. raided Italian forts on **Egypt-Libya frontier** at Sidi Areiz and bombed military objectives near Jarabub. Assab also raided again.

Aircraft of Coastal Command destroyed large supplies of munitions on quay at Bergen.

Admiralty announced that H.M. cruiser "Calypso," had been sunk by Italian submarine in Mediterranean; and that H.M. trawlers "Myrtle" and "Ocean Sunlight" had been mined.

Italian liner "Fortunata" reported sunk by French destroyer.

Lithuania occupied by Soviet troops after expiration of ultimatum.

Sunday, June 16

German attacks renewed on whole front. To south-east of Paris enemy crossed the Seine near **Melun** and **Fontainebleau.** Advanced elements pushed past **Auxerre** in direction of **Clamecy** and **Avallon.**

To south of plateau of Langres **armoured columns reached** region **north of Dijon** and R. Saône above **Gray,** and light elements crossed the river.

French Cabinet held three meetings to consider situation. Draft Declaration of solemn Act of Union between Britain and France was submitted to them by British ambassador, Sir Ronald Campbell.

Reynaud Cabinet resigned. Marshal Pétain formed new Government, with himself as Premier and General Weygand as Vice-President of the Council.

Admiralty announced destruction of four Italian submarines in Mediterranean area.

Tobruk, Libyan port, again **raided by R.A.F.** and considerable damage done.

South African Air Force attacked **Iavello** and **Mega,** Italian East Africa.

Italian aircraft bombed **Sollum, Sidi Barrani** and **Mersa Matruh,** Egypt-Libya frontier. **Tank fight** also took place **at Sollum,** with Italian losses.

Two air raids made on **Malta.**

Monday, June 17

Marshal Pétain announced that fighting must cease and that, through the Spanish Government, he had approached Hitler to conclude an honourable peace.

Mussolini left Rome to meet Hitler and discuss peace terms.

German High Command did not agree to an armistice, and battle continued on whole front, particularly along Middle Loire

Violent fighting at Orleans and in region of **La Charité.** East of Loire enemy made progress beyond **Autun.**

Germans entered **Dijon.** Farther east they crossed the Doubs and claimed to have reached the **Swiss frontier south-east of Besançon.** Later they claimed that the fortress of **Metz** had surrendered.

R.A.F. heavily bombed military objectives, especially oil supplies, over wide area in Rhineland, Ruhr and north-west Germany.

Further raids by R.A.F. on **Massawa,** Eritrea. South African Air Force attacked **Bardera** and **Neghelli.**

Italians again raided **Malta.**

Russian forces occupied Latvia and Estonia, Governments of both countries having resigned.

Tuesday, June 18

Hitler and Mussolini met at Munich to discuss French request for peace. Demand for names of French plenipotentiaries later sent to Bordeaux.

Fighting continued in France. Germans pushed deep into Normandy and Brittany; advanced detachments reached **Cherbourg** and **Rennes.** Advance continued towards the **Jura.**

French Army of the Loire defending line from **Tours** to **La Charité.** Enemy established bridgeheads at points between **Orleans** and **Nevers.**

Germans claimed to have captured fortress of **Belfort,** and that the **Maginot Line** had been **penetrated to Rhine-Marne Canal.**

R.A.F. bombers carried out reconnaissances over Northern France, Belgium and Holland.

During night large forces of bombers attacked military objectives in north-west Germany; 250 bombs dropped on Bremen.

Announced that nearly all the B.E.F. to be evacuated from north-western France had now arrived in England.

During the night of June 18-19 **100 enemy raiders crossed English E. and S.E. Coasts.** High explosive and incendiary bombs were dropped near Thames Estuary and elsewhere. **Seven bombers shot down.** Casualties, twelve killed, 30 injured.

Nazi plot to seize Uruguay disclosed.